

ASRS Database Report Set

Altitude Deviations

| | |
|--|--|
| Report Set Description..... | A sampling of reports referencing altitude deviations for all types of operations |
| Update Number | 2.0 |
| Date of Update | July 27, 2000 |
| Number of Records in Report Set | 50 |
| Number of New Records in Report Set..... | 50 |
| Type of Records in Report Set | For each update, new records received at ASRS will displace a like number of the oldest records in the Report Set, with the objective of providing the fifty most recent relevant ASRS Database records. Records within this Report Set have been screened to assure their relevance to the topic. |

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data
SUBJECT: Data Derived from ASRS Reports

The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

ASRS reports are submitted voluntarily. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

Reports submitted to ASRS may be amplified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information may or may not be correct in any or all respects. At best, it represents the perception of a specific individual who may or may not understand all of the factors involved in a given issue or event.

After preliminary processing, all ASRS reports are de-identified. Following de-identification, there is no way to identify the individual who submitted a report. All ASRS report processing systems are designed to protect identifying information submitted by reports, such as, names, company affiliations, and specific times of incident occurrence. There is, therefore, no way to verify information submitted in an ASRS report after it has been de-identified.

The National Aeronautics and Space Administration and its ASRS contractor, Battelle Memorial Institute, specifically disclaim any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to queries of the ASRS database and related materials.

Linda J. Connell, Director
Aviation Safety Reporting System

CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION

Certain caveats apply to the use of ASRS statistical data. All ASRS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive several thousand altitude deviation reports each year. This number may comprise over half of all the altitude deviations that occur, or it may be just a small fraction of total occurrences. We have no way of knowing which.

Moreover, not all pilots, controllers, air carriers, or other participants in the aviation system, are equally aware of the ASRS or equally willing to report to us. Thus, the data reflect **reporting biases**. These biases, which are not fully known or measurable, distort ASRS statistics. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area "A" than area "B" simply because the airmen who operate in area "A" are more supportive of the ASRS program and more inclined to report to us should an NMAC occur.

Only one thing can be known for sure from ASRS statistics—they represent the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 300 reports of track deviations in 1993 (this number is purely hypothetical), then it can be known with certainty that at least 300 such events have occurred in 1993.

Because of these statistical limitations, we believe that the **real power** of ASRS lies in the **report narratives**. Here pilots, controllers, and others, tell us about aviation safety incidents and situations in detail. They explain what happened, and more importantly, **why** it happened. Using report narratives effectively requires an extra measure of study, the knowledge derived is well worth the added effort.

For text on the strengths and limitations of incident data, the process of using incidents for human factors evaluations, statistical analysis methods and other sources of incident data, see:

Chappell, S.L. (1994). Using voluntary incident reports for human factors evaluations. In N. Johnston, N. McDonald & R. Fuller (Eds.), *Aviation Psychology in Practice*. Aldershot, England: Ashgate.

Time

Date : 199902

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SEA.Airport

State Reference : WA

Altitude.MSL.Single Value : 16000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZSE.ARTCC

Make Model : DC-10 Undifferentiated or Other Model

Component / 1

Aircraft Component : Altimeter

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 12000

Experience.Flight Time.Last 90 Days : 250

Experience.Flight Time.Type : 3000

ASRS Report : 429126

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 2

Independent Detector.Other.Flight CrewB : 3

Resolatory Action.Other : Reset Altimeter

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ON DSCNT INTO SEATTLE WE WERE CLRED TO 16000 FT. I HAD PRESET MY STANDBY ALTIMETER UPON LEARNING THE LOCAL ALTIMETER FROM THE ACARS PRINTOUT WHILE STILL IN CRUISE AND THEN SET MY PRIMARY ALTIMETER WHEN PASSING THROUGH FL180. I CALLED FOR THE IN-RANGE CHKLIST A LITTLE LATE AFTER PASSING FL180. THE FO AND SO BOTH CALLED GOING BELOW 16000 FT. I FOUND THAT I HAD SET 30.54 INSTEAD OF THE CORRECT 29.54. MY MISTAKE OF SETTING THE WRONG ALTIMETER ON THE STANDBY ALTIMETER WAS XFERRED TO THE PRIMARY ALTIMETER AND FURTHER EXACERBATED BY THE LATE IN-RANGE CHKLIST CALL, WHICH WOULD HAVE CAUGHT THE ERROR, HAD IT BEEN MADE ON TIME. FATIGUE WAS ALSO A FACTOR. THE LESSON LEARNED WAS TO XCHK THE ALTIMETER SETTING WHEN SETTING THE PRIMARY ALTIMETER AND THAT THE IN-RANGE CHKLIST NEEDS TO BE CALLED FOR IN A TIMELY MANNER.

Synopsis :

CAPT'S RPT REGARDING A DC10 ON DSCNT INTO SEA. THE CREW HAD AN ALT OVERSHOOT BECAUSE THE ALTIMETER HAD BEEN MISSET AT 30.54 INSTEAD OF 29.54.

Time

Date : 199911

Day : Fri

Local Time Of Day : 1201 To 1800

Place

State Reference : NY

Altitude.MSL.Bound Lower : 18300

Altitude.MSL.Bound Upper : 19000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZNY.ARTCC

Make Model : B757-200

Component / 1

Aircraft Component : Altitude Alert

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 6200

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 1000

ASRS Report : 456380

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 9000

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Type : 900

ASRS Report : 455623

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 2

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.Other : Queried ATC

Supplementary

Problem Areas : Company

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

DSNDING ON THE LENDY ARR WE WERE CLRED TO FL190. 16000 FT WAS INADVERTENTLY SET IN THE FLT MGMNT ALT WINDOW. THE ERROR WAS NOTED AT ABOUT FL188. WE CALLED ATC TO CONFIRM ASSIGNED ALT. ATC RESPONDED 'CLB TO FL190.' WE IMMEDIATELY COMPLIED. OUR LOWEST ALT WAS FL183-FL185. DURING THIS TIME, I WAS CALLING COMPANY RAMP FOR GATE ASSIGNMENT AND NEITHER OF US REMEMBER SETTING THE ERRONEOUS ALT IN THE WINDOW. BECAUSE ONE PLT WAS BUSY ON THE SECOND RADIO, THE COMPANY ALT CONFIRMATION PROC WAS NOT PERFORMED. OUR FLT NUMBER MAY HAVE BEEN A FACTOR IN SETTING THE ERRONEOUS ALT. THE SIT COULD BE PREVENTED BY ELIMINATING THE 'IN RANGE' CALL TO THE COMPANY. FLT FOLLOWING TECHNOLOGY AND ACARS MAKE THESE CALLS REDUNDANT AND 2-MAN COCKPITS ARE OFTEN TASK-SATURATED DURING THIS PHASE OF FLT. SUPPLEMENTAL INFO FROM ACN 455623: UPON REACHING FL190, IT WAS SHORTLY NOTICED ALT TO BE FL188 AND DSNDING. I COMMANDED FO TO CONFIRM DSCNT TO 16000 FT WHICH WAS IN THE ALT WINDOW. CTLR SAID 'NEGATIVE, CLB BACK TO FL190.' TO OUR SURPRISE, 16000 FT WAS SET IN ALT WINDOW AND WE DON'T RECALL WHO SET IT. PREVENTION COULD HELP BY: THAT IN ARR AREA BOTH PLTS ARE WITH ATC, NOT ONE PLT FLYING AND TALKING TO ATC WHILE THE OTHER PLT IS ON ANOTHER RADIO. IT WAS DISCOVERED BY 'INSTINCT' THAT I KNEW LENDY WAS AT FL190 FROM YRS OF EXPERIENCE.

Synopsis :

A B757-200 FLC RPT ON DSNDING BELOW THE ASSIGNED XING ALT FOR LENDY INTXN ON THE LENDY 4 STAR FOR JFK, NY.

Time

Date : 199912

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : EGTT.ARTCC

State Reference : FO

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : EGTT.ARTCC

Make Model : B747 Undifferentiated or Other Model

Component / 1

Aircraft Component : Autopilot

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 15500

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 5000

ASRS Report : 456400

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 2465

Experience.Flight Time.Last 90 Days : 191

Experience.Flight Time.Type : 865

ASRS Report : 456524

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Flight Crew : Relief Pilot

Person / 5

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 5

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Overrode Automation

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.Controller : Issued Advisory

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Aircraft

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE BEING VECTORED TO SEVERAL FIXES OFF OUR FLT PLAN AND UNFAMILIAR TO US, SO BOTH PLTS WERE USING CHARTS, AND INS 'B' AUTOPLT WAS FLYING ACFT AND ALT STARTED TO DRIFT ABOVE FL240 WITH HOLD SELECTED. AT FL241.5, I SELECTED 'A' AUTOPLT AND ALT HOLD. GOT AUTO STABILIZER TRIM LIGHT AND ALT AGAIN BEGAN TO INCREASE. TOOK MANUAL CTL BUT DID NOT STOP CLB BEFORE ALT WENT TO APPROX FL243.5. WHILE THE ALTDEV WAS DIRECTLY RELATED TO AUTOFLT FUNCTIONS, IT WAS ULTIMATELY FAILURE OF PLT TO FLY ACFT DURING A VERY BUSY ATC/NAV SIT. SUPPLEMENTAL INFO FROM ACN 456524: TRYING TO GET CLRNC FURTHER ENRTE, SO WE WOULD NOT HAVE TO ENTER HOLDING AT RATUK. BOTH PLTS CONCENTRATING ON ATC CONVERSATION FOR CLRNC. ATC WAS EXTREMELY BUSY! RECOGNIZED ALTDEV BEFORE ATC RESPONSE BUT NOT BEFORE GOING 380 FT ABOVE ASSIGNED ALT. CORRECTED SIT WITH NO FURTHER TROUBLE.

Synopsis :

A B747 CREW FAILS TO STOP THE ACFT'S CLB OUT OF ASSIGNED ALT WHILE ON AUTOPLT PRIOR TO AN ALT OVERSHOOT. CREW WAS ATTEMPTING TO OBTAIN FURTHER CLRNC FROM CTLR AT EGTT, FO.

Time

Date : 199912

Day : Sat

Local Time Of Day : 0601 To 1200

Place

State Reference : NE

Altitude.MSL.Bound Lower : 19700

Altitude.MSL.Bound Upper : 20000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : ZMP.ARTCC

Make Model : A320

Aircraft / 2

Controlling Facilities.ARTCC : ZMP.ARTCC

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Component / 1

Aircraft Component : Autoflight System

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 12000

Experience.Flight Time.Last 90 Days : 210

Experience.Flight Time.Type : 3000

ASRS Report : 456476

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 7000

Experience.Flight Time.Last 90 Days : 50

Experience.Flight Time.Type : 40

ASRS Report : 456711

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

ACR AIRLINES FLT ABC DEC/XA/99 FROM SAN TO MSP. DURING DSCNT FROM FL210 TO FL200, JUST PRIOR TO LEVEL OFF AT FL200, WE RECEIVED A TCASII TA. I WAS THE PNF SO WAS REDUCING THE RANGE ON THE NAV DISPLAY TO IDENT THE LOCATION OF THE TFC. AT THE SAME TIME, ATC GAVE A CLRNC TO US OF 30 DEGS L TURN. WE WERE IN ALT CAPTURE AT THE TIME. THE FO (PF) REACHED TO CHANGE HDG ON THE FCU TO COMPLY, AND INADVERTENTLY TURNED THE ALT SELECT KNOB AND SELECTED FL197 IN THE FCU WINDOW. THE ACFT REVERTED TO VERT SPD PRIOR TO LEVELOFF (WE WERE UNAWARE OF THIS). AT FL200 WE RECEIVED AN RA FOR THE FL190 TFC, AND AT THAT TIME I REALIZED THAT WE WERE DSNDING THROUGH FL200. AT THE SAME TIME, THE FO DISCONNECTED THE AUTOPLT TO COMPLY WITH THE RA OF 'MONITOR VERT SPD.' THE ACFT LEVELED AT FL190 AND WE PROMPTLY RETURNED TO FL200 AND RPTED THE RA TO ZMP. SUPPLEMENTAL INFO FROM ACN 456711: WHILE APCHING ONL VOR AND DSNDING TO FL200, WE RECEIVED A HDG ASSIGNMENT FROM CTR FOR TFC. I BELIEVE AT THAT TIME I MAY HAVE MISTAKENLY TURNED OR BUMPED THE ALT SELECTOR KNOB WHICH PUT THE ACFT IN VERT SPD MODE. WE DIPPED BELOW FL200 AND RECEIVED AN RA OF 'MONITOR VERT SPD.' I DISENGAGED THE AUTOPLT AND LEVELED THE ACFT AT FL200.

Synopsis :

EA32 CREW HAD A TCASII RA IN ZMP AIRSPACE.

Time

Date : 199911

Day : Sun

Local Time Of Day : 1801 To 2400

Place

State Reference : SC

Altitude.MSL.Single Value : 28000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZTL.ARTCC

Make Model : B767 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.ARTCC : ZTL.ARTCC

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 14221

Experience.Flight Time.Last 90 Days : 76

Experience.Flight Time.Type : 1313

ASRS Report : 456510

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.ATC Equipment.Other ATC Equipment : Radar

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Controller : Issued Advisory

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

CTR MUST HAVE BEEN AWARE OF THE POSSIBLE CONFLICT BECAUSE WE WERE DIRECTED TO STOP OUR CLB AT FL280 SEVERAL MINS BEFORE THE CONFLICT. OTHER ACFT WAS TOLD TO LEVEL AT FL290, BUT OVERSHOT DOWN TO APPROX FL288, WHICH TRIGGERED OUR TCASII TA AS OTHER ACFT OVERFLEW OUR L SIDE. THE PLT OF OTHER ACFT THOUGHT THAT WE WERE AN F16 AS HE SIGHTED US. WE'RE GLAD TO HAVE TCASII.

Synopsis :

B767ER RECEIVES TCASII TA AS DSNDING TFC OVERSHOOTS LEVELOFF NEAR GRD.

Time

Date : 199911

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : SJC.Airport

State Reference : CA

Altitude.MSL.Single Value : 5000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : O90.TRACON

Make Model : B757-200

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Last 90 Days : 85

ASRS Report : 456514

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 18900

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 1300

ASRS Report : 456514

Person / 3

Function.Controller : Departure

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Separated Traffic

Resolatory Action.None Taken : Anomaly Accepted

Resolatory Action.None Taken : Detected After The Fact

Resolatory Action.Other : Responded To Wrong Call Sign

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE CONDUCTING THE LOOP 9 DEP, IN THE CLBING TURN TO 120 DEGS CLBING TO 5000 FT, WE HEARD AND REPLIED TO A CLRNC FOR ANOTHER ACFT. DEP DID NOT CORRECT OUR READBACK. ALL OUR RADIO CALLS WERE PREFACED WITH OUR FULL CALL SIGN. BOTH CREW MEMBERS HEARD OUR CALL SIGN, WITH THE CLRNC, ON THE FIRST CALL. THE INTENDED ACFT QUESTIONED BAY DEP THAT THEY WERE NOT HEARING CALL SIGNS FROM DEP. DEP PROVIDED VECTORS FOR THE DEP. EVEN WITH INCREASED ATTN ON OUR PART THERE WAS CONTINUED CONFUSION ON OUR CLRNC. DEP CLAIMED WE MISSED A FREQ CHANGE, AND CHANGED US TO 119.74. WE READ BACK 119.74 AND AGAIN HE FAILED TO CORRECT THE ERROR. OUR CALL SIGN ENDED IN XA, THE FREQ WAS 119.47. IT IS JUST AS IMPORTANT FOR A CTLR TO LISTEN TO A FULL READBACK AS IT IS FOR CREW MEMBERS TO BE ATTENTIVE TO RADIO CALLS. THE FRUSTRATION AND CONFUSION COULD HAVE BEEN MINIMIZED HAD THE CTLR CORRECTED THE INITIAL WRONG RADIO CALL AND SLOWED DOWN WITH HIS XMISSIONS.

Synopsis :

FLC OF A B757-200 RESPONDED TO ANOTHER ACFT'S CALL SIGN DURING A DEP SID AND THE CTLR DID NOT NOTICE ERROR ON THEIR ACKNOWLEDGEMENT ON SEVERAL OCCASIONS DURING THE READBACK OF THEIR CLRNCS.

Time

Date : 199911

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : IAD.Airport

State Reference : DC

Altitude.MSL.Bound Lower : 10000

Altitude.MSL.Bound Upper : 10800

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : IAD.TRACON

Make Model : B737-200

Component / 1

Aircraft Component : FADEC / TCC

Aircraft Reference : X

Problem : Failed

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 12500

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 600

ASRS Report : 456520

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 4200

Experience.Flight Time.Last 90 Days : 36

Experience.Flight Time.Type : 36

ASRS Report : 456319

Person / 3

Function.Controller : Departure

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly : Speed Deviation

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Overrode Automation

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

MY LEG (CAPT). BRAND NEW FO (FIRST LINE TRIP!). WHILE LEVEL AT 10000 FT MSL, RECEIVED 'URGENT' ACARS MESSAGE TO CALL COMPANY. THEY WANTED TO KNOW WHY WE PUSHED 1 MIN LATE! FO DIDN'T KNOW HOW TO USE ACARS YET, SO I RESPONDED WHILE FLYING ON AUTOPLT. THE AUTOTHROTTLES DISENGAGED FOR SOME REASON (FAULTY PERFORMANCE DATA COMPUTER SYS WE FOUND LATER) AND WHILE I WAS ENGAGED WITH THE ACARS, THE ACFT ACCELERATED TO 350 KTS. I NOTICED THIS JUST BEFORE WE GOT THE HIGH SPD CLACKER AND IMMEDIATELY RETARDED THE AUTOTHRUST AND AUTOPLT. ACFT MOMENTARILY 'ZOOMED' TO 10800 FT. WE WERE THEN CLRED BY CTR TO FL210. SUPPLEMENTAL INFO FROM ACN 456319: AFTER LEVELING AT 10000 FT, THE ACFT CONTINUED TO ACCELERATE TO THE BARBER POLE SPD AND THE CLACKER SOUNDED. THE CAPT DISENGAGED THE AUTOPLT AND PULLED BACK THE THRUST LEVERS. THE PLANE STARTED THE CLB. I CALLED 'ALT' AT ABOUT 10300 FT. WE PROBABLY REACHED 11000 FT BEFORE STARTING A DSCNT BACK TO THE ASSIGNED ALT. ON THE WAY BACK DOWN, ATC CLRED US TO A HIGHER ALT. (I SUSPECT THAT THE CTLR NOTICED THE DEV, BUT DIDN'T MENTION IT). I BELIEVE THAT THE OVERSPD WAS CAUSED BY A PERFORMANCE DATA COMPUTER MALFUNCTION, A FAILURE TO REDUCE FROM A CLB TO A CRUISE THRUST SETTING WHEN WE LEVELED AT 10000 FT. THE CLB MAY HAVE BEEN A RESULT OF THE CAPT PULLING BACK ON THE YOKE, OR A TENDENCY OF THE ACFT TO PITCH UP WITH FULL THRUST APPLIED WHEN THE AUTOPLT WAS DISENGAGED. I WAS REVIEWING ENRTE CHARTS. NEITHER OF US NOTICED THAT THE THRUST LEVERS DID NOT COME BACK AS THEY SHOULD HAVE WHEN REACHING TARGET CRUISE SPD. TO PREVENT RECURRENCE, BOTH CREW MEMBERS SHOULD MORE CLOSELY MONITOR THE PERFORMANCE OF THE AUTOPLT.

Synopsis :

A B737-200 FLC CLBS OUT OF ITS ASSIGNED ALT OF 10000 FT DURING AN AUTOPLT DISCONNECT BY CAPT WHEN ACFT SPD ACTIVATES THE SPD WARNING SYS SW OF IAD, VA.

Time

Date : 199912

Day : Fri

Local Time Of Day : 0601 To 1200

Place

State Reference : TN

Altitude.MSL.Bound Lower : 23000

Altitude.MSL.Bound Upper : 24000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZID.ARTCC

Make Model : Regional Jet C165

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 3500

Experience.Flight Time.Last 90 Days : 170

Experience.Flight Time.Type : 1000

ASRS Report : 456551

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Radar

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Conflict : Airborne Less Severe

Anomaly.Non Adherence : Clearance

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Supplementary

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : FAA

Narrative :

AT APPROX XA10 AT FL240 IN CRUISE IN IMC, WE WERE GIVEN A TA. PULLING UP THE TCASII PAGE SHOWED TFC ABOVE, DSNDING RAPIDLY, WHO (AS WE FOUND OUT LATER) WERE CLRED DOWN TO FL250. AS TFC CAME WITHIN 3 MI FO US HORIZLY AND AT SUCH A RAPID DSCNT RATE, IT GAVE US AN RA WHICH WE RESPONDED TO. WE NOSED OVER, LEVELED OFF AT FL230. CALLED ATC AND ADVISED THEM. THEN WE RETURNED BACK TO FL240.

Synopsis :

CL65 FLC REACTS TO TCASII RA NEAR HNV.

Time

Date : 199912

Day : Sat

Local Time Of Day : 0001 To 0600

Place

State Reference : TN

Altitude.MSL.Single Value : 21000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : ZME.ARTCC

Make Model : A300

Component / 1

Aircraft Component : FMS/FMC

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 7000

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 190

ASRS Report : 456895

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Altitude Deviation : Crossing Restriction Not Met

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly : Speed Deviation

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other : Maintenance Action

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

PRIOR TO DSCNT ON MARVELL 3 ARR LOADED AND VERIFIED 325 KTS/12000 FT CONSTRAINT AT TAMMY. ALL FMS AND NAV DISPLAY INDICATIONS NORMAL. BEGAN DSCNT IN PROFILE MODE FROM FL330 AT TOD AND INSERTED .80 MACH/325 KT DSCNT SPD ON TACT PAGE AND ACTIVATED. DSCNT SHOWN AS 'ON PROFILE' WITH CORRECT NAV DISPLAY ARROWS UNTIL APPROX FL210. AT THAT POINT ACFT ABRUPTLY NOSED OVER AND RAPIDLY ACCELERATED TO 345 KTS WITH ASSOCIATED OVERSPD WARNINGS AND FLASHING 'MORE DRAG' INDICATION ON PFD. PROGRAM PAGE NOW SHOWED APPROX 6500 FT ABOVE PROFILE. SELECTED LEVEL CHANGE, EXTENDED FULL SPD BRAKES, SLOWED BELOW VMO AND CONTINUED DSCNT AT 330 KTS 'BANANA' IMMEDIATELY SHOWED THAT WE WOULDN'T BE ABLE TO REACH OUR ASSIGNED 12000 FT RESTR ALT AT TAMMY. INFORMED ZME OF OUR DILEMMA IMMEDIATELY. THEY DIDN'T SEEM ALARMED AND TURNED US OVER TO MEMPHIS APCH CTL. TO OUR KNOWLEDGE, NO LOSS OF SEPARATION WITH ANY OTHER ACFT OCCURRED. AGAIN, ALL FMS PROGRAMMING AND INDICATIONS WERE CORRECT AND STANDARDIZED UNTIL WE REACHED FL210 DURING DSCNT. I DETAILED THESE EVENTS IN THE ACFT MAINT LOG AND PERSONALLY DEBRIEFED THE MECH. I BRIEFED THE AIR OPS DUTY OFFICER AND SUBMITTED A COMPANY FLC SAFETY RPT AS WELL.

Synopsis :

EA30 CREW HAD ACFT OVERSPD AND DID NOT COMPLY WITH XING RESTR.

Time

Date : 199911

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : RDU.Airport

State Reference : NC

Altitude.MSL.Single Value : 23000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : ZDC.ARTCC

Make Model : Hs 125 Series 1-600

Component / 1

Aircraft Component : Autopilot

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 5700

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 290

ASRS Report : 457067

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Other Anomaly : Loss Of Aircraft Control

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Overrode Automation

Resolatory Action.Flight Crew : Regained Aircraft Control

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Provided Flight Assist

Consequence.Other : Maintenance Action

Supplementary

Problem Areas : Aircraft

Narrative :

DURING DSCNT INTO RDU, NOSE DOWN TRIM WAS APPLIED WITH TRIM SWITCH (AUTOPLT AND AUTOTHROTTLE OFF) AND TRIM RWY TO FULL NOSE DOWN. THE ONLY WAY TO STOP THE TRIM WAS TO TURN THE AUTOPLT MASTER SWITCH OFF. FIELD WAS IFR AND WITH AUTOPLT MASTER OFF THE MODE CTL PANEL WAS LOST AND NO NAV SIGNALS RECEIVED. ONCE ACFT BACK UNDER CTL AUTOPLT MASTER TURNED BACK ON RESULTING IN EXCESSIVE R RUDER (YAW DAMPER) AND THE TRIM RUNNING FULL FORWARD. AUTOPLT MASTER TURNED BACK ON MANUAL TRIM AVAILABLE AND RESTORED THE MODE CTL PANEL. HAND FLOWN APCH FLOWN INTO RDU. DIGITAL FLT GUIDANCE COMPUTER DOWNLOADED 17 ERRORS APPEARED ALL FROM TKOF WHEN A SQUAT SWITCH WAS FAULTY, REQUIRING THE OVERRIDE SWITCH TO BE USED TO BRING THE GEAR UP. NO ERRORS WERE DETECTED DURING DSCNT BY DFGC (DIGITAL FLT GUIDANCE). THE DFDR (DIGITAL FLT DATA RECORDER) WAS DOWNLOADED, BUT HAVE NOT HEARD RESULTS YET.

Synopsis :

MLG DSCNT TO RDU EXPERIENCES RUN AWAY STABILIZER TRIM AS THE FIRST OF SEVERAL ACFT EQUIP MALFUNCTIONS PRIOR TO LNDG.

Time

Date : 199912

Day : Tue

Local Time Of Day : 0601 To 1200

Place

State Reference : IN

Altitude.MSL.Bound Lower : 10000

Altitude.MSL.Bound Upper : 11000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZID.ARTCC

Make Model : Light Transport, Low Wing, 2 Turbojet Eng

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 6900

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 1900

ASRS Report : 457194

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Undershoot

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolutory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

ATC CLRED US TO CROSS 5 NM N OF THE WELDO INTXN AT 10000 FT. I THOUGHT THE CTLR SAID TO CROSS AT 11000 FT AND READ BACK 11000 FT. THE CTLR WAITED UNTIL WE WERE 5 NM N OF WELDO AT 11000 FT TO ADVISE US OF OUR UNDERSHOOT OF OUR ALT. WHILE HE ADVISED US OF OUR ERROR, THE CTLR STATED THAT OUR READBACK WAS 11000 FT. I REALIZE THAT THE CTLR IS NO LONGER RESPONSIBLE FOR A PLT'S READBACK OF A CLRNC, BUT IN THE INTEREST OF SAFETY, THE CTLR SHOULD CORRECT THE ERROR BEFORE THE CLRNC LIMIT IS EXCEEDED IF HE KNOWS THE CLRNC WAS READ BACK INCORRECTLY (WHICH HE DID KNOW THAT IT WAS READ BACK INCORRECTLY).

Synopsis :

RPTR CLAIMS THE ARTCC CTLR KNEW THE PLT'S READBACK WAS INCORRECT ON A DSCNT ALT BUT DID NOT CORRECT THE PLT UNTIL AN UNDERSHOOT WAS EVIDENT.

Time

Date : 199910

Day : Fri

Local Time Of Day : 1201 To 1800

Place

State Reference : KY

Altitude.MSL.Single Value : 6000

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : B757 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.TRACON : SDF.TRACON

Make Model : Beechcraft Twin Turboprop Undifferentiated or Other Model

Component / 1

Aircraft Component : Traffic Collision Avoidance System (TCAS)

Aircraft Reference : X

Problem : Not Installed

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 3100

Experience.Flight Time.Last 90 Days : 108

Experience.Flight Time.Type : 1060

ASRS Report : 457258

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Departure

Function.Controller : Radar

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Conflict : Airborne Critical

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Controller : Issued New Clearance

Situations

Aircraft.Make Model.Value : 148.70

Supplementary

Problem Areas : Aircraft

Problem Areas : ATC Human Performance

Problem Areas : Company

Problem Areas : Flight Crew Human Performance

Narrative :

ASSIGNED 250 DEG HDG AND CLRED TO CLB TO 10000 FT BY LOUISVILLE DEP CTL. OUT OF 5000 FT ON HEADING, ATC ADVISED TFC PASSING IN FRONT OF US, 'DSNDING TO 6000 FT, EXPECT HIGHER WHEN CLR.' THE CAPT PUSHED DOWN HARD ON THE YOKE AS WE SAW WHAT LOOKED LIKE A BEECH 18 PASS FROM R TO L, OUR TOP OF CLB ONLY ABOUT 50 FT BELOW 6000 FT AS THE CAPT DSNDDED BACK TO 5000 FT. I ADVISED THE CTLR THAT WE WERE CLRED TO 10000 FT AND ASKED WHAT ALT HE WANTED US AT. HE REPLIED '5000 FT.' WE LEVELED AT 5000 FT AND AS WE WERE NOW CLR OF THE TFC WERE CLRED TO 10000 FT AGAIN. THE CTLR JUST SAID 'SORRY ABOUT THAT' WHEN HANDING US OFF TO ZID. IF WE HADN'T SEEN THE TFC AND TAKEN EVASIVE ACTION, WE VERY LIKELY WOULD HAVE COLLIDED AT 6000 FT. TCASII IN OUR ACFT WOULD HAVE GIVEN US MORE NOTICE OF THE IMPENDING CONFLICT AND AN RA BEFORE GETTING THIS CLOSE. WE HAVE SEVERAL B767'S WITH TCASII, BUT THIS ACFT WAS NOT EQUIPPED WITH TCASII.

Synopsis :

B767 NMAC DEPARTING IIU.

Time

Date : 199912

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.ATC Facility : ZDC.ARTCC

State Reference : DC

Altitude.MSL.Bound Lower : 20000

Altitude.MSL.Bound Upper : 21000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZDC.ARTCC

Make Model : B757 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.ARTCC : ZDC.ARTCC

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 15000

Experience.Flight Time.Last 90 Days : 60

Experience.Flight Time.Type : 500

ASRS Report : 457383

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Person / 4

Function.Oversight : Supervisor

Function.Controller : Radar

Person / 5

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Conflict : Airborne Less Severe

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued Advisory

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Separated Traffic

Consequence.FAA : Assigned Or Threatened Penalties

Consequence.FAA : Investigated

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

ZDC CLRED US TO CLB TO FL230 AFTER DEPARTING RIC. VACATING FL210 CTR CALLED US AND REQUESTED OUR ALT. WE RESPONDED, 'VACATING FL210.' HE IMMEDIATELY SAID WE WERE ONLY CLRED TO FL200. WE IMMEDIATELY ASKED WHAT ALT HE WOULD LIKE FOR US TO GO TO. HE SAID FL200. WE DSNDED AND ASKED ABOUT RPTED TFC. TFC WAS 5 MI AWAY AT FL210. I CALLED ZDC UPON LNDG AT SDF. TALKED TO A MR X SUPVR. HE INDICATED THAT WE WERE CORRECT IN BEING CLRED TO FL230. HE WAS TAKING IMMEDIATE ACTION CONCERNING THE 2 CTLRS INVOLVED WITH OUR FLT. MR X ALSO INDICATED THAT HE HAD ALREADY FILLED OUT A 'NASA' RPT. IT WOULD BE LIFE SAVING IF CARGO ACFT HAD TCASII. THIS IS AN EXAMPLE OF HUMAN ERROR OF CLRING 2 ACFT TO SAME FLT LEVEL. IT WILL HAPPEN AGAIN. HOPEFULLY THE CREWS WILL BE ABLE TO FILL OUT A NASA RPT AS I'M DOING.

Synopsis :

AT FL210 CLBING, A B757 CREW IS CHALLENGED BY A ZDC CTLR FOR CLBING ABOVE THE ALLEGEDLY ASSIGNED ALT OF FL200. TFC AT FL210, OPPOSITE DIRECTION WAS THE CONCERN.

Time

Date : 199912

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : ZHU.ARTCC

State Reference : TX

Altitude.MSL.Bound Lower : 26000

Altitude.MSL.Bound Upper : 26100

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZHU.ARTCC

Make Model : Medium Large Transport, Low Wing, 2 Turbojet Eng

Aircraft / 2

Controlling Facilities.ARTCC : ZHU.ARTCC

Component / 1

Aircraft Component : Autopilot

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 6500

Experience.Flight Time.Last 90 Days : 70

Experience.Flight Time.Type : 2000

ASRS Report : 457390

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Override Automation

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.None Taken : Anomaly Accepted

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

DURING CLB TO FL290, ATC ADVISED OF TFC AND ADJUSTED SPD. PASSING FL250, ATC REQUESTED LEVELOFF AT FL260, DUE TO TFC. ALT WAS ADJUSTED AND LEVELOFF BEGAN WHILE APCHING FL260. AUTOPLT WAS ENGAGED AND ACFT OVERSHOT ALT BY APPROX 100 FT TO FL261. THIS IS NORMAL FOR THIS AUTOPLT WHEN CAPTURING WITH INCREASED RATE OF CLB/DSCNT. AS ACFT WAS CORRECTING TO ALT, THE TA, TFC ALERT, WAS DISPLAYED SHOWING 800 FT SEPARATION VERTLY. AUTOPLT WAS DISCONNECTED TO EXPEDITE CORRECTION TO FL260. AFTER LEVELING AT FL260, TCASII STILL SHOWED 800 FT SEPARATION. TCASII RA COMMANDED DSND AND ALT WAS DECREASED TO APPROX FL258. WHEN 'CLR OF CONFLICT' ALERT ANNOUNCED, TFC WAS ACQUIRED VISUALLY.

Synopsis :

A MIL ACFT COMMANDER ENGAGED HIS AUTOPLT IN ORDER TO CAPTURE FL260, BUT HIS ALT OVERSHOT BY 100 FT. HE CLAIMED THAT HIS AUTOPLT ALWAYS OVERSHOTS WHEN CLBING AT AN INCREASED RATE.

Time

Date : 199912

Day : Thu

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : EGTT.Airport

State Reference : FO

Altitude.MSL.Bound Lower : 3000

Altitude.MSL.Bound Upper : 4000

Aircraft / 1

Controlling Facilities.TRACON : EGTT.TRACON

Make Model : B777 Undifferentiated or Other Model

Component / 1

Aircraft Component : Altimeter

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 457423

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Relief Pilot

Person / 4

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 4

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.Controller : Issued Alert

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

MISSED ALTIMETER SETTING. ON DSCNT FROM FL80 TO 4000 FT GIVEN ALTIMETER 0992, WHICH WE HEARD AS 29.92 AND DID NOT RESET ALTIMETERS. NONE OF THE THREE OF US CAUGHT IT. LEVELED AT 4000 FT THEN GIVEN 3000 FT. LEVELING AT 3000 FT CTLR NOTICED THE ERROR AND CORRECTED US SAYING ALTIMETER 0992 MILLIBARS. WE CORRECTED UP SLIGHTLY AND COMPLETED APCH WITHOUT PROB. CONTRIBUTING FACTORS: 1) BRITISH ACCENT, 2) WE ARE USED TO THE NUMBERS 29.92 WHICH IS WHAT IT SOUNDED LIKE, AND 3) CTLR WAS NOT USING THE TERM MILLIBARS ALONG WITH THE NUMBERS -- ALTHOUGH WE STILL SHOULD HAVE CAUGHT IT KNOWING THEY USE MILLIBARS.

Synopsis :

B777 CREW OVERSHOT ALT ON DSCNT TO EGTT.

ACN: 457450

Time

Date : 199912

Day : Sat

Local Time Of Day : 1201 To 1800

Place

State Reference : CA

Altitude.MSL.Bound Lower : 11600

Altitude.MSL.Bound Upper : 12000

Aircraft / 1

Controlling Facilities.TRACON : SCT.TRACON

Make Model : MD-80 Super 80

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 457450

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

DSNDING TO CROSS FILMORE AT 12000 FT WITH THE AUTOPLT ON, WE WERE GIVEN A CLRNC TO 10000 FT AND 220 KTS. 10000 FT WAS SET AND ARMED. DSNDING THROUGH 11800 FT I ASKED THE FO TO VERIFY 10000 FT BEFORE OR AFTER FILMORE. SOCAL ADVISES US TO MAINTAIN 12000 FT UNTIL AFTER FILMORE. TURNING THE AUTOPLT OFF DSCNT WAS STOPPED AT 11600 FT. WE RETURNED TO 12000 FT.

Synopsis :

ACR DSNDING BELOW ASSIGNED ALT OVER FIM.

Time

Date : 199912

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : EHAM.Airport

State Reference : FO

Altitude.MSL.Bound Lower : 2500

Altitude.MSL.Bound Upper : 3000

Environment

Flight Conditions : Mixed

Aircraft / 1

Make Model : B747-400

Component / 1

Aircraft Component : Altimeter

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 21000

Experience.Flight Time.Last 90 Days : 220

Experience.Flight Time.Type : 1300

ASRS Report : 457524

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 10250

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 3700

ASRS Report : 457517

Person / 3

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Altitude Deviation : Crossing Restriction Not Met

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.ATC Equipment.Other ATC Equipment : Radar Mode C

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued Alert

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other : Company Review

Supplementary

Problem Areas : Aircraft

Problem Areas : Airport

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Company

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE ON A RADAR VECTOR TO RWY 1L AT AMS, APCH CTL ASKED US TO VERIFY OUR ALT. FO RESPONDED WITH '3000 FT ASSIGNED.' APCH CTL ADVISED US THAT OUR MODE C WAS READING 2400 FT AND ADVISED US TO CHK OUR ALTIMETER SETTING TO 993 HECTOPASCALS. WE DID, AND RESPONDED 993 HECTOPASCALS. THE 993 HECTOPASCALS WAS IN GREEN NUMBERS AND LOOKED NORMAL. BOTH ALTIMETERS WERE THE SAME AND WERE READING 3000 FT. WE WERE IN VFR CONDITIONS AT THE TIME WITH GOOD VISIBILITY AND WE HAD THE ARPT IN SIGHT. WE WERE ASKED AT LEAST ONE MORE TIME TO CHK OUR ALTIMETER SETTING. AGAIN WE DID, AND RESPONDED TO THE CORRECT SETTING. WE THEN NOTICED THAT OUR STANDBY ALTIMETER WAS READING 2400 FT. ABOUT THIS TIME, WE WERE INTERCEPTING THE ELECTRONIC GS. AS WE WERE DSNDRG THROUGH ABOUT 1000 FT, I CYCLED MY ALTIMETER SETTING SELECTOR PUSH BUTTON (I PUSHED ONCE TO STANDARD, AND A SECOND TIME BACK TO LCL). NO CHANGE OCCURRED ON THE ALTIMETER SETTING DISPLAY. IT REMAINED 993 HECTOPASCALS IN GREEN NUMBERS, HOWEVER, THE ALTIMETER DID WIND DOWN RAPIDLY APPROX 500 FT. WE LANDED WITHOUT INCIDENT. AT THIS POINT, WE DID NOT MAKE ANY LOGBOOK ENTRY. WE DID NOT KNOW IF THE ATC EQUIP HAD MALFUNCTIONED, IF IT WAS OUR ERROR, OR IF AN ACFT MALFUNCTION HAD OCCURRED. AFTER ARRIVING AT OUR OVERNIGHT HOTEL, AND HAVING TIME TO ANALYZE AND DISCUSS THE SIT WITH EACH OTHER, WE DECIDED TO LOCATE THE CREW THAT WAS FLYING THIS ACFT BACK TO DTW. WE ADVISED THE CREW OF THE SIT AND ADVISED THEM TO BE AWARE OF A POSSIBLE ALTIMETER SWITCHING PROB. WE ALSO ASKED THEM TO TRY TO FURTHER ANALYZE AND WRITE UP ANY RESULTING DISCREPANCY, IF ANY WAS DISCOVERED. NO TERRAIN CLRNC, OR ACFT SEPARATION PROB OCCURRED AS A RESULT OF THIS PROB. THIS HAS BEEN RPTD TO OUR AIR SAFETY AND MAINT DEPTS. SUPPLEMENTAL INFO FROM ACN 457517: STANDBY ALTIMETER WAS SET BY THE CAPT TO EQUIVALENT INCHES OF MERCURY VALUE OF 29.30. THE TRANSITION LEVEL FOR THIS ARPT IS NOT A FIXED/SET VALUE AND FOR THIS TIME PERIOD WAS SET BY ATC AT 3000 FT. DUE TO FORECAST WX AND WINDS, THE CREW PLANNED AN APCH/LNDG FOR RWY 27, HOWEVER, ATIS AND ACARS LNDG INFO INDICATED RWY 19R WAS ACTIVE FOR OUR ARR (FIRST CHANGE). DURING THE TIME THE FLT WAS VECTORED FROM SUGOL (IAF 30 NM OUT) TO FINAL APCH LOC INTERCEPT, THE RWY ADVISED AS ACTIVE CHANGED MULTIPLE TIMES. ATIS ADVISED RWY 19R. THE FIRST AMSTERDAM CTLR ADVISED RWY 27 AND THE FINAL APCH CTLR ADVISED RWY 1L. ALL OF THESE CHANGES OCCURRED DURING THE BUSIEST AND LAST 15 MINS OF THE FLT. EACH APCH CHANGE WAS REPROGRAMMED INTO THE FMC WITH THE ASSOCIATED APCH BRIEFING CONDUCTED. THE CTLR ADVISED US TO RECHK OUR ALTIMETER SETTINGS TO '993 AND 2993.' EACH TIME THE FO RESPONDED TO THE FINAL CTLR WITH THE ABOVE DATA THE FINAL CTLR RESPONDED THAT THE MODE C READOUT STILL SHOWED 2400 FT MSL. THIS MULTIPLE EXCHANGE (APPROX 4 TIMES) OF RECHKING THE ALTIMETRY DATA RESULTED IN THE SAME SCENARIO UNTIL THE CAPT NOTICED AND POINTED OUT THAT THE STANDBY ALTIMETER INDICATED 2500 FT MSL. IN VMC, THE CAPT RECHKED AND MANUALLY PRESSED THE BUTTON USED TO RESET THE ALTIMETER SETTING FROM STANDBY TO THE CURRENT ALTIMETER SETTING (AND VICE VERSA). THE FO DID THE SAME AND RECEIVED THE SAME RESULT, ALL THE WHILE THE ALTIMETER SETTING REMAINED EXACTLY THE SAME, IE, 993 HECTOPASCALS AND GREEN. UPON THE LAST QUERY BY THE FINAL APCH CTLR, THE FO RPTD A 'POSSIBLE MALFUNCTION OF THE ALTIMETER SYS' AND WOULD HAVE IT CHKED OUT. 2 POSSIBLE TECHNICAL PROBS IN THIS SIT: 1) THE ALTIMETER WAS RESET BY THE FLC BY PUSHING THE RESET BUTTON AS IS USUALLY DONE AT TRANSITION LEVEL AND THE COMPUTER SYS SUBSEQUENTLY RESET THE ALT READOUT TO SHOW AN 'INCHES OF MERCURY MSL ALT READOUT.' 2) THE ALTIMETER WAS NOT RESET BY THE FLC AND THE COMPUTER SYS MADE A CHANGE IN THE ALT READOUT TO SHOW AN 'INCHES OF MERCURY MSL ALT READOUT' WHEN THE SETTINGS SHOWED HECTOPASCALS AS BEING ENTERED AND ACTIVE (GREEN). THE AIRLINE HAS REMOVED THE ALTIMETER CHK FROM THE APCH CHK. THE MOST VALUABLE PLACE FOR THE ALTIMETER TO GET VERIFIED IS PRIOR TO COMMENCING THE APCH. AMSTERDAM'S APCH INFO HANDLING WAS LABORIOUS AT BEST. ATIS, INITIAL CTLR AND FINAL CTLR NEED TO BE SYNCHRONIZED SO AS TO NOT ADD TO THE ALREADY BUSY WORKLOAD OF TERMINAL ARR PROCS WHICH IS ONLY EXACERBATED BY THE FACT THAT THIS WAS A HVY JET WITH A 2-MAN CREW WHERE THERE IS TYPICALLY 4 PRESENT DURING THIS PHASE. THE FACT THAT THIS FLT FLEW ALL THROUGH THE NIGHT OVER THE NORTH ATLANTIC REGION UNDER RVSM LIMITATIONS ONLY ADDS TO THE STRESSFUL DEMANDS OF THIS PARTICULAR FLT. THE MULTIPLE RWY CHANGES OCCURRED DURING THE FLT'S BUSIEST TIME IN A FOREIGN LAND, WHERE CTLRS USING A HVY ACCENT IS EXACERBATED ALSO BY TYPICALLY VERY RAPID SPEECH PATTERNS. THE FACT THAT THE FLT LEVEL TRANSITION IS NOT FIXED, THEREFORE NOT PUBLISHED AND THEREFORE NOT KNOWN UNTIL THE FLT CONTACTS APCH CTL, CONTRIBUTES TO THE CONFUSION FACTOR WHEN CREWS ON THE B747-400 TYPICALLY FLY TO AREAS OF THE WORLD WHERE SUCH A FLT LEVEL TRANSITION ALT IS CONSISTENTLY SET AT A FIXED ALT AND PUBLISHED AS SUCH. MOST OF THE B747-400 CREWS FLY TO AMSTERDAM ON AN OCCASIONAL BASIS AT BEST. THIS PARTICULAR CREW CONSISTED OF A CAPT WHO FLIES TO AMSTERDAM ABOUT ONCE PER YR AND THE FO, ALTHOUGH EXPERIENCED ON THE B747-400 FOR MANY YRS, HAD BEEN TO AMSTERDAM ONLY TWICE BEFORE, THE LAST BEING OVER 3 YRS AGO. CONCLUSION/RECOMMENDATIONS: INVESTIGATE THE SOFTWARE ENGINEERING OF THE FMC/CADC INTERFACE TO DETERMINE WHAT CAUSED THE MALFUNCTIONING DISPLAY ANOMALY. REINSTALL A 'HARD' ALTIMETER SETTING CHALLENGE AND RESPONSE ON THE APCH CHK (12000 FT). INTERFACE WITH AMSTERDAM CTLRS/CTL FACILITY TO ELIMINATE MULTIPLE RWY CHANGES DURING/AFTER THE INITIAL APCH PHASE HAS BEGUN.

Synopsis :

A B747-400 2 PLT CREW EXPERIENCES AN ALTDEV DURING THEIR APCH TO SHIPOL ARPT. THEIR DUAL FMC-CADC COMPUTER SET ALTIMETERS DISPLAYED AN ALT 500 FT HIGHER THAN ACTUAL, ACCORDING TO THE CTLR AT EHAM, FO.

Time

Date : 199912

Day : Wed

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : LAX.Airport

State Reference : CA

Altitude.MSL.Bound Lower : 3800

Altitude.MSL.Bound Upper : 4350

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : SCT.TRACON

Make Model : Large Transport, Low Wing, 2 Turbojet Eng

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 9600

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 500

ASRS Report : 457560

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Supplementary

Problem Areas : Airspace Structure

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

DURING APCH TO RWY 6R, AND HAVING BEEN CLRED FOR VISUAL APCH TO FOLLOW ACFT AHEAD, WE BEGAN SLOWING/CONFIGURING TO ACCOMPLISH FINAL COCKPIT CHKLISTS. (COMPANY REQUIRES STABILIZED APCH BY FAF/OM.) CTLR ASKED AIRSPD -- 140 KTS. FINAL APCH SPD WOULD BE 132 KTS. CTLR GAVE TURN TO 310 DEGS AND MAINTAIN 4000 FT. DURING THE INITIATED GAR (OUR ALT WAS BELOW 3800 FT AT THE TIME OF ABOVE CLRNC), WE SLIGHTLY OVERSHOT 4000 FT BY 350 FT. IMMEDIATELY CORRECTED AND CONTINUED APCH TO UNEVENTFUL LNDG.

Synopsis :

AN ACR FLT CLBS 350 FT ABOVE ITS ASSIGNED ALT ON A MISSED APCH FROM THE ILS RWY 6R E OF LAX, CA.

Time

Date : 199912
Day : Thu
Local Time Of Day : 1801 To 2400

Place

State Reference : CO
Altitude.MSL.Bound Lower : 33000
Altitude.MSL.Bound Upper : 36700

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZDV.ARTCC
Make Model : A320

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 13000
Experience.Flight Time.Last 90 Days : 220
Experience.Flight Time.Type : 500
ASRS Report : 457564

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Inflight Encounter : Turbulence
Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Returned To Original Clearance
Consequence.FAA : Reviewed Incident With Flight Crew
Consequence.Other : Physical Injury

Supplementary

Problem Areas : Environmental Factor
Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative :

BECAUSE OF FORECAST TURB ENRTE, I BRIEFED CABIN AND PAX TO EXPECT TURB THE ENTIRE RTE. WE ENCOUNTERED TURB STARTING ABOUT 100 MI E OF LAS (RTE WAS LAS TO BOS). W OF LAMAR VOR (LAA) WE ENCOUNTERED MODERATE TURB AT FL330. ZDV RPTED A BETTER RIDE AT FL370, WHICH WE REQUESTED. WE WERE IN CONTACT WITH ZDV, FREQ 134.12. CLBING THROUGH FL367, WE SUDDENLY ENCOUNTERED SEVERE TURB. THE SEATBELT SIGN HAD BEEN ON SINCE THE BEGINNING OF THE FLT. WE IMMEDIATELY REQUESTED DSCNT BACK DOWN TO FL330. THE ACFT WAS SHAKING VIOLENTLY, BUT NOT OUT OF CTL. AFTER SEVERAL ATTEMPTS TO CONTACT ZDV ON 134.12 AND THE PREVIOUSLY ASSIGNED FREQ WITHOUT SUCCESS, I DIRECTED THE COPLT TO SQUAWK 7700 WHILE I INITIATED DSCNT BACK DOWN TO FL330 WHILE CONTINUING TO RE-ESTABLISH CONTACT WITH ZDV. I THEN DIRECTED THE COPLT TO SQUAWK 7600. WHEN THE RIDE IMPROVED, WE WERE ABLE TO CONTACT ZDV ON FREQ 127.65. THIS FREQ WAS CONGESTED WITH XMISSIONS OF CONFUSION. APPARENTLY JUST AS WE ENTERED THE SEVERE TURB, ZDV EXPERIENCED A PWR FAILURE. HENCE THE COM FAILURE. AFTER FURTHER DISCUSSION WITH THE CTLR, HE TOLD US THAT 'YOU DID THE RIGHT THING AND NO FURTHER ACTION IS NECESSARY.' THOUGH I SQUAWKED 7700, I DID NOT DECLARE AN EMER AFTER CONTACT WAS RE-ESTABLISHED. WE RPTED, VIA RADIO, THE TURB TO OUR OPS AND MAINT CTL AS PER OPS SPECS. WE SUFFERED 2 VERY MINOR INJURIES TO PAX AND THOUGH WE COORDINATED WITH COMPANY MEDICAL AND AN 'ONBOARD' PHYSICIAN, MEDICAL TREATMENT WAS NOT REQUIRED AND FURTHER ASSISTANCE DECLINED BY THE 2 AFFECTED PAX.

Synopsis :

AN A320 PIC USES HIS EMER AUTH TO DSND BACK TO HIS PREVIOUSLY AUTH ALT WHEN ENCOUNTERING SEVERE TURB IN A CLB THROUGH FL367 20 MI W OF LAA, CO.

Time

Date : 199912

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DEC.Airport

State Reference : IL

Altitude.MSL.Bound Lower : 2300

Altitude.MSL.Bound Upper : 3000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.TRACON : CMI.TRACON

Make Model : Skyhawk 172/Cutlass 172

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 6500

Experience.Flight Time.Last 90 Days : 28

Experience.Flight Time.Type : 600

ASRS Report : 457592

Person / 2

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 2

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Controller : Issued Alert

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

ON APCH TO DEC, IL, WAS PROVIDED WX AT DEC AS 6 MI IN MIST, CLOUDS AT 2000 FT, 4500 FT. INITIALLY TOLD TO EXPECT LNDG ON RWY 24 (INBOUND HDG). I WAS GIVEN WINDS AS 170 DEGS 15+15 KTS. ASKED IF I WOULD PREFER RWY 18 AND REPLIED IN THE AFFIRMATIVE. I WAS GIVEN A HDG OF 300 DEGS AND ALT OF 3000 FT FOR SPACING. (B727 WAS IN THE PATTERN SHOOTING VFR TOUCH-AND-GOES ON RWY 24.) I FELT THAT I WAS BEING VECTORED FOR A VISUAL APCH TO RWY 18, HOWEVER, I PULLED OUT THE GPS APCH TO RWY 18 BECAUSE OF REDUCED VISIBILITY AT LOWER ALT. AFTER A TURN TO 270 DEGS AND THEN 240 DEGS I WAS TOLD I WAS CLRED FOR THE VOR APCH. I HAD NOT ANTICIPATED NOR WAS I TOLD TO EXPECT A VOR APCH. AFTER TURN ONTO FINAL, I DSNDDED TO 2300 FT AS PUBLISHED. APCH THEN ASKED IF I WAS FOLLOWING THE VOR APCH. I STATED THAT I HAD THE GPS APCH IN FRONT OF ME AND ASKED IF THAT WOULD BE ACCEPTABLE. THE CTLR ADVISED ME TO CLB BACK TO 3000 FT, THAT THERE WAS A TWR 2000 FT, 5 MI AHEAD AND THAT THEY DID NOT HAVE THE GPS APCH ON THEIR SCOPE. I COULD SEE THE TWR, THANKED THE CTLR AND PROCEEDED INBOUND. AFTER PASSING OVER THE TWR, WAS CHANGED TO DEC TWR FOR LNDG. CTLR DID NOT INDICATE THAT I WAS IN VIOLATION AND WAS VERY HELPFUL. I FELT THAT I WAS BEING VECTORED FOR A VISUAL AND DID NOT MENTALLY PREPARE MYSELF FOR AN IFR APCH.

Synopsis :

A C182 COMMERCIAL PLT LEAVES THE INITIAL APCH ALT TOO SOON AFTER BEING CLRED FOR A VOR DME APCH TO RWY 18 AT DEC, IL.

Time

Date : 199912
Day : Wed
Local Time Of Day : 1201 To 1800

Place

Altitude.MSL.Bound Lower : 12000
Altitude.MSL.Bound Upper : 29000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZDV.ARTCC
Controlling Facilities.TRACON : D01.TRACON
Make Model : B757-200

Component / 1

Aircraft Component : Altitude Alert
Aircraft Reference : X
Problem : Improperly Operated

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 6000
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Type : 300
ASRS Report : 457600

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Departure

Person / 4

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.ControllerA : 3
Resolatory Action.None Taken : Detected After The Fact
Consequence.FAA : Investigated
Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Airspace Structure
Problem Areas : ATC Human Performance
Problem Areas : Environmental Factor
Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE ON DEP WITH DEN DEP CTL. WE HAD BEEN GIVEN A HDG, AN INTERCEPT, AND AN ALT. WHILE ACCOMPLISHING THIS, WE HEARD PART OF A BLOCKED XMISSION FROM DEN DEP 'XXX ABC CONTACT ZDV ON XXX.XX.' THE CAPT RESPONDED (OUR CALL SIGN WAS XXXFABC) WITHOUT OUR CALL SIGN AND SWITCHED FREQS. ZDV THEN GAVE US A CLB TO FL290. AFTER WE COMPLETED THE INTERCEPT HDG, I NOTICED THE ALT SELECTOR AT 16200 FT. I ASKED WHAT ALT WE WERE GOING TO AND THE CAPT CONFIRMED WITH CTR WHO SAID, 'NOW CLB TO FL330 BUT PREVIOUS WAS FL290.' THEN HE SENT US BACK TO DEN DEP CTL WHO ASKED US WHO GAVE US PERMISSION TO CLB BECAUSE WE VIOLATED ANOTHER ACFT'S AIRSPACE. SPACE NEEDED WAS 5 MI, WE PASSED WITHIN 4.1 MI. WE CALLED CTR WHEN ON THE GND AND THEY EXPLAINED THAT WE TOOK ANOTHER ACFT'S INSTRUCTION TO CHANGE FREQS, BUT THAT ZDV DID ISSUE A CLB CLRNC TO US WHEN HE HAD NOT YET ACCEPTED A HDOF OF US FROM DEP CTL. WE SHOULD BE MORE DILIGENT WITH OUR CALL SIGN IN THE FUTURE AND THEY WOULD TALK TO ZDV ABOUT THEIR ROLE. NO FURTHER ACTION WILL BE TAKEN CONCERNING US.

Synopsis :

A B757 FREIGHTER CREW EXPERIENCES A REPLY TO WRONG CALL SIGN AND ACCEPTS AN UNAUTH UNCOORD CLB FROM ZDV BEFORE A HDOF IS EFFECTED FROM DEN DEP CTLR.

Time

Date : 199912
Day : Tue
Local Time Of Day : 1801 To 2400

Place

State Reference : CA
Altitude.MSL.Bound Lower : 9000
Altitude.MSL.Bound Upper : 9200

Aircraft / 1

Controlling Facilities.TRACON : SCT.TRACON
Make Model : B767-300

Aircraft / 2

Controlling Facilities.TRACON : SCT.TRACON
Make Model : DC-10 Undifferentiated or Other Model

Component / 1

Aircraft Component : FMS/FMC
Aircraft Reference : X
Problem : Improperly Operated

Person / 1

Function.Flight Crew : First Officer
ASRS Report : 457710

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 457711

Person / 3

Function.Flight Crew : Relief Pilot

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 5

Function.Controller : Departure

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation
Anomaly.Altitude Deviation : Overshoot
Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 5
Resolutory Action.Controller : Issued New Clearance
Resolutory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

PREFLT, TAXI, AND TKOF WAS NORMAL OTHER THAN THE MIXED CREW. CAPT WAS FROM MIA, FO WAS FROM LAX, AND FLC WAS FROM ORD. GORMAN 2 DEP, WHICH HAD NEVER BEEN FLOWN BY ANY OF THE PLTS ON BOARD, WAS FLOWN. PF WENT RWY HDG UNTIL TOLD BY ZLA TO TURN R HDG 360 DEGS AND CLB TO 9000 FT. AFTER TURN WAS MADE, PF DIRECTED PNF TO ARM LNAV, WHICH PNF DID. ATC TOLD FLT TO INTERCEPT THE GORMAN 2 DEP. BOTH HSI'S WERE SET ON A VERY SMALL SCALE AND GORMAN WAS NOT VISIBLE ON EITHER SCREEN. A MAGENTA LINE APPEARED AND PF FOLLOWED IT TO A HDG OF 270 DEGS. AFTER APPROX 1-2 MINS, ATC ASKED FLT WHAT ITS HDG WAS AND THAT WE WERE SUPPOSED TO BE HDG 360 DEGS UNTIL INTERCEPTING THE DEP. PF ENGAGED HDG SELECT AGAIN AND TURNED TO 360 DEGS. ATC THEN TOLD FLT TO COME FURTHER R TO 060 DEGS, WHICH PF DID. FLT WAS CHASTISED BY ATC AND THEN GIVEN TA'S OF A DC10 AT 12 O'CLOCK AND 1 MI, 1000 FT ABOVE. TFC WAS IN SIGHT AND FLT GOT BACK ON THE DEP WITHOUT FURTHER PROBS. NONE OF THE FLC COULD FIGURE OUT WHERE THE EXTRANEIOUS MAGENTA LINE EVER CAME FROM OR WAS GOING TO. THIS WAS AN ACFT WHICH HELPED TO CONFUSE ALL PLTS JUST ENOUGH SO THAT OUR SITUATIONAL AWARENESS WAS SLIGHTLY REDUCED. SUPPLEMENTAL INFO FROM ACN 457711: THE LNAV INTERCEPTED A STRAY PINK LINE (I HAVE NO IDEA WHERE IT CAME FROM) AND TURNED TO 270 DEG HDG AND FOLLOWED IT. QUERIED BY ATC ABOUT HDG AND CONFUSION ABOUT RTE, WE WENT 200 FT PAST 9000 FT (OUR LEVELOFF ALT). IN THE FUTURE, I WILL ALWAYS HAVE A RAW DATA BACKUP DISPLAYED, EVEN AT THE VERY FAMILIAR ARPTS.

Synopsis :

A B767 FLC WAS INCAPABLE OF FLYING THE ASSIGNED DEP FROM LAX.

ACN: 457720

Time

Date : 199912

Day : Wed

Local Time Of Day : 1201 To 1800

Place

State Reference : AZ

Altitude.MSL.Single Value : 12000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : P50.TRACON

Make Model : B737 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 6500

Experience.Flight Time.Last 90 Days : 125

Experience.Flight Time.Type : 4000

ASRS Report : 457720

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolutive Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

DURING DSCNT ON FOSSL 4 ARR TO PHX, WE WERE GIVEN A CLRNC TO CROSS TONTO AT 12000 FT. ATC THEN AMENDED IT TO 14000 FT MSL, THEN TO 13000 FT MSL, AND SLOW TO 250 KTS. THE PNF CHKED OFF ATC TO TALK TO COMPANY. THE PF NOTIFIED ATC THAT THEY COULD NOT MAKE THE 12000 FT RESTR AT TONTO. THE PNF CAME BACK ON FREQ AT THIS TIME AND WE BOTH THOUGHT WE HEARD A CLRNC TO 12000 FT MSL AND 250 KTS WITH A FREQ CHANGE. THE PNF RESPONDED TO ATC '12000 FT AT 250 KTS.' THEN CHANGED FREQ TO APCH WHO QUESTIONED OUR ALT. 1) PF DID NOT ENSURE ATC DID GIVE CLRNC TO 12000 FT MSL. 2) ATC DID NOT CATCH READBACK OF 12000 FT MSL.

Synopsis :

A B737 FLC FLEW A CLRNC INTENDED FOR ANOTHER ACFT ON DSCNT INTO PHX.

Time

Date : 199912

Day : Thu

Local Time Of Day : 0601 To 1200

Place

State Reference : VA

Altitude.MSL.Bound Lower : 27000

Altitude.MSL.Bound Upper : 33000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZDC.ARTCC

Make Model : B727 Undifferentiated or Other Model

Component / 1

Aircraft Component : FMS/FMC

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 15000

Experience.Flight Time.Last 90 Days : 30

Experience.Flight Time.Type : 8000

ASRS Report : 457740

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

CTR CLRED US TO CROSS 85 MI S OF RIC AT FL270. WE HAD 125 KT TAILWINDS SO WE PROGRAMMED THE FMC WITH AN EXTRA 6 MI S. WE HAD SEVERAL FIXES BTWN OUR POS AND RIC. WHAT OUR ERROR WAS WAS THAT WE LOADED IT IN THE WRONG POS. WE WERE 6 MI SHORT. CTR ASKED US IF WE WERE GOING TO MAKE THE RESTR. WHEN IT WAS SORTED OUT, WE WERE LATE. I ASKED IF HE NEEDED A TURN OFF COURSE. HE SAID THERE WAS NO CONFLICT. SO MUCH FOR BEING EXTRA CAREFUL.

Synopsis :

B737-300 FLC UPSET WHEN FMS FMC MISSES XING RESTR S OF RIC.

Time

Date : 199912

Day : Thu

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : SAT.Airport

State Reference : TX

Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : SAT.Tower

Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 5000

Experience.Flight Time.Last 90 Days : 75

Experience.Flight Time.Type : 900

ASRS Report : 457801

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Local

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolutory Action.Flight Crew : Became Reoriented

Supplementary

Problem Areas : Aircraft

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Problem Areas : Navigational Facility

Narrative :

APCHING SAT FROM THE N, WE WERE CLRED FOR THE VISUAL APCH FOR RWY 12R. THE CTLR WAS FIRST VECTORING US FOR RWY 12. WE ASKED FOR RWY 12R AND HE CLRED US FOR THE VISUAL. AT ABOUT 6 MI FROM THE ARPT, THE PNF SET LOC FREQ FOR THE PF. PF STARTED DOWN TO A FULL SCALE DEFLECTION ON ILS. PF LEFT 3000 FT AND WAS DSNDING, WHEN WE ALL NOTICED WE WERE TOO LOW, EVEN WITH THE FULL FLY DOWN NEEDLE. IT TOOK SEVERAL SECONDS TO REALIZE WE WERE TRYING TO INTERCEPT A 'FALSE' GS. WE WERE TOO FAR TO THE N OF THE RWY TO RECEIVE A VALID SIGNAL. WE CLBED BACK TO A GOOD VISUAL GLIDE PATH, THEN TURNED FINAL AND FOLLOWED GS TO A LNDG. IT IS LIKELY THAT WE WENT BELOW AN ELECTRONIC GS WHERE ONE WAS AVAILABLE. TO CORRECT THIS, BETTER COCKPIT DISCIPLINE IS NEEDED. I SHOULD HAVE BEEN LOOKING OUTSIDE MORE BECAUSE IT WAS A VISUAL.

Synopsis :

A B727 FO, ON THE VISUAL AT SAT, SET UP THE ILS AND FOLLOWED A FALSE GS WHICH MAY HAVE CAUSED HIM TO GO BELOW THE GS BEFORE HE CORRECTED.

Time

Date : 199912

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LYH.Airport

State Reference : VA

Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : ROA.TRACON

Make Model : PA-32 Cherokee Six/Lance/Saratoga

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 750

Experience.Flight Time.Last 90 Days : 50

Experience.Flight Time.Type : 250

ASRS Report : 457880

Person / 2

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly : Unstabilized Approach

Independent Detector.Aircraft Equipment : GPWS

Independent Detector.Other.ControllerA : 2

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Regained Aircraft Control

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Provided Flight Assist

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ON APCH TO LYNCHBURG ON ILS RWY 3 IN IMC, I WENT BELOW MINIMUMS BEFORE REACHING THE MARKER. I WAS NOTIFIED AND ASCENDED, CAUGHT THE GS AND LANDED.

Synopsis :

A PVT INST RATED PLT DSNDS BELOW THE MSA AND GS WHILE ATTEMPTING THE ILS AT LYH RESULTING IN ATC INTERVENTION.

Time

Date : 199912

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PHN.Airport

State Reference : MI

Altitude.MSL.Bound Lower : 2000

Altitude.MSL.Bound Upper : 3000

Environment

Flight Conditions : IMC

Aircraft / 1

Make Model : Baron 55/Cochise

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 700

Experience.Flight Time.Last 90 Days : 50

Experience.Flight Time.Type : 300

ASRS Report : 457893

Person / 2

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Landed In Emergency Condition

Resolatory Action.Controller : Provided Flight Assist

Consequence.Other : Emotional Trauma

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

TOOK OFF, CONTACTED SELFRIDGE APCH, PICKED UP IFR CLRNCS PRIOR TO REACHING 2000 FT. GIVEN VECTOR AND CLRED TO CRUISING ALT OF 3000 FT. AT 2500 FT, I ENCOUNTERED FREEZING RAIN, ALL ANTI-ICE EQUIP (WINDSHIELD HEAT, DEFROST, PITOT HEAT, ALCOHOL PROPS AND WINDSCREEN, BOOTS) ACTIVATED ON CLBOUT (LESS THAN 2000 FT). WINDSCREEN OBSCURED BY ICE, ALL SURFACES ICE COVERED. I NOTIFIED APCH THAT I 'HAD ICE EVERYWHERE' AND THAT I WAS 'GOING BACK.' I BEGAN TO DSND OUT OF IMC AND TURNED TOWARD PHN. I ASKED FOR A VECTOR TO RETURN TO PHN, AND WAS GIVEN 090 DEGS. I DSNDDED TO 1900 FT MSL. THE CTLR DID NOT GIVE ANY ADDITIONAL HDGS OR ALT TO ME AT THIS TIME. I HAD TURNED AND DSNDDED ON MY OWN WITHOUT ADDITIONAL CLRNCS. I ALSO HAD NOT DECLARED AN EMER. I MUST ADMIT THAT I WAS SOMEWHAT FLUSTERED AT 1) BEING IN FREEZING RAIN AND 2) BEING ESSENTIALLY IN VMC AND HAVING THE WINDSCREEN STILL OBSCURED. I WAS TOO BUSY TO STOP MY INST SCAN TO PUNCH IN PHN TO RETURN VIA GPS. AT THAT POINT, THE CTLR INSTRUCTED ME TO CLB TO 2300 FT FOR VECTORS FOR THE ILS. I MADE VISUAL CONTACT WITH THE RWY AS THE ICE BEGAN TO CLR FROM THE WINDSCREEN. I WAS ON A 3-4 MI BASE LEG FOR RWY 4 AT PHN. I LANDED WITHOUT FURTHER INCIDENT.

Synopsis :

A BE55 CFI PLT ENCOUNTERS SEVERE ICING WHEN DEPARTING PHN, MI. RETURN LAND.

Time

Date : 199912

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : AUS.Airport

State Reference : TX

Altitude.MSL.Bound Lower : 2500

Altitude.MSL.Bound Upper : 3000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : AUS.TRACON

Make Model : A319

Component / 1

Aircraft Component : Autopilot

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 9000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 3000

ASRS Report : 457946

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 16000

Experience.Flight Time.Last 90 Days : 220

Experience.Flight Time.Type : 4800

ASRS Report : 458843

Person / 3

Function.Controller : Approach

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly : Loss Of Aircraft Control

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Overcame Equipment Problem

Resolatory Action.Flight Crew : Overrode Automation

Resolatory Action.Flight Crew : Regained Aircraft Control

Consequence.Other : Maintenance Action

Supplementary

Problem Areas : Aircraft

Narrative :

I WAS THE PNF. WE WERE LEVEL AT 2500 FT MSL, TRACKING THE LOC FOR THE ILS RWY 35L AUS. APPROX 8 MI FROM THE ARPT, THE AUTOPLT AND AUTOTHRUST WERE ENGAGED. AFTER BEING CLRED FOR THE APCH, THE CAPT ARMED THE APCH AND I SET THE MISSED APCH ALT OF 3000 FT. ABOUT 10 SECONDS LATER, THE ACFT BEGAN AN UNCOMMANDED CLB, THERE WERE NO ABNORMAL INDICATIONS ON THE FMA OR ECAM. I BELIEVE THE ACFT WAS TRYING TO CAPTURE THE GS FROM BELOW. AT ABOUT 3000 FT, THE CAPT DISCONNECTED THE AUTOPLT AND AUTOTHRUST AND BEGAN A DSCNT BACK DOWN TO 2500 FT, CONTINUING THE APCH WITHOUT ANY FURTHER ABNORMALITIES. THERE WERE NO QUESTIONS FROM ATC. SUPPLEMENTAL INFO FROM ACN 458843: CAPT FLYING, IMC IN CLOUDS AND RAIN, LEVEL AT ASSIGNED ALT OF 2500 FT, ON AUTOPLT COUPLED APCH ILS RWY 35L TO AUSTIN. BOTH AUTOPLTS ON, POS 3-5 NM OUTSIDE CREED FAF. FO SAID 'SETTING MISSED APCH TO 3000 FT.' AS THE RADIO WAS BUSY, I DID NOT MENTION THAT THIS WAS EARLY AS WE HAD NOT YET CAPTURED THE GS. SEVERAL SECONDS LATER, THE AUTOPLT COMMENCED A STEEP PITCH UP UNCOMMANDED CLB WITH AUTOTHRUST AT CLB. AS I DISCONNECTED AUTOPLT/AUTOTHRUST, I CHKD THE FMA TO SEE IF OPEN CLB WAS ENUNCIATED. INDICATING THAT THE FO MAY HAVE INADVERTENTLY PULLED THE ALT KNOB ON THE FCU, AND IT WAS NOT. AFTER GS INTERCEPT, THE REMAINDER OF THE MANUALLY FLOWN APCH AND LNDG WAS NORMAL. AS THE FMA DID NOT CHANGE TO ALT, INDICATING IT WAS LEVELING AT 3000 FT, IT APPEARED TO US THAT THE AUTOPLT MAY HAVE BEEN RESPONDING TO A MOMENTARY DIP IN THE GS SIGNAL (ALTHOUGH WE DID NOT SEE ONE) WITH AN AGGRESSIVE 'FLY UP' COMMAND TO CAPTURE THE GS.

Synopsis :

AT 2500 FT A 319-100 BEGINS UNCOMMANDED CLB DURING APCH TO AUS.

Time

Date : 199912

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LAX.Airport

State Reference : CA

Altitude.MSL.Bound Lower : 14000

Altitude.MSL.Bound Upper : 20000

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : B757-200

Component / 1

Aircraft Component : FMS/FMC

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 12000

Experience.Flight Time.Last 90 Days : 175

Experience.Flight Time.Type : 160

ASRS Report : 458058

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Altitude Deviation : Crossing Restriction Not Met

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.ATC Equipment.Other ATC Equipment : Radar

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

ATC CLRNC WAS TO CROSS CIVET BELOW 17000 FT TO MAINTAIN 14000 FT. WE ENDED UP AT FL200 ACROSS CIVET. REASON WAS THAT WE HAD CIVET AT 14000 FT OR ABOVE IN THE FMC. THIS IS THE WAY THE RESTR APPEARS WHEN THE CIVET ARR IS ENTERED. WE SHOULD HAVE MODIFIED THIS TO 17000 FT OR BELOW AT CIVET, 14000 FT OR ABOVE. THIS WOULD HAVE COMPLIED WITH THE RESTR. I WAS PNF AND WAS MAKING THE 'GOODBYE' PA AT THE TIME. THE FO NOTICED THE PROB AND USED FULL SPD BRAKES, BUT IT WAS TOO LATE. SINCE WE SHOWED RIGHT ON THE DSCNT PATH, WE WERE LULLED INTO THINKING EVERYTHING WAS CORRECT. WE ENDED UP HIGH BECAUSE INSTEAD OF GOING AROUND TO RWY 6R WE WERE GIVEN RWY 24L. HOWEVER, WE LATER LEARNED THE ILS WAS SWITCHED TO RWY 6R, MAKING FOR A SLOPPY VISUAL APCH TO RWY 24L. WE WERE QUITE RUSHED AND I LISTENED TO THE ILS IDENT BUT DID NOT VERIFY ITS CODE. WE ENDED UP TURNING OFF THE AUTOPLT AND DISREGARDING THE FALSE GS. WE JUST FLEW VISUALLY, WHICH WORKED OUT FINE. THIS WAS MY FIRST TIME TO LOS ANGELES ON THE B757, AND I DID MY BEST TO BE READY FOR THE WORKLOAD. BEING HIGH AT CIVET MADE US WORK MUCH HARDER TO CATCH UP AND AT ONE POINT I TOLD THE FO I WASN'T COMFORTABLE AND TO BE READY FOR A GAR IF WE WERE NOT STABLE AND ON SPD AT 1000 FT AGL. THE FO PUT THE GEAR DOWN EARLY, WHICH HELPED US GET SLOWER/LOWER. THIS ACTION ALLOWED ME TIME TO COMPLETE ALL CHKLISTS AND GET BACK INTO MY 'COMFORT ZONE.' FATIGUE WAS NOT A PROB FOR ME, HOWEVER, I FEEL CONFUSION OVER BEING HIGH AT CIVET AND NOT UNDERSTANDING WHY AT THE TIME DEFINITELY CONTRIBUTED TO THE SLOPPY ARR. I SHOULD HAVE INSISTED THAT WE GO AROUND TO RWY 6R OR GET A DELAYING VECTOR SO AS TO HAVE MORE TIME TO COMPLETE DUTIES. EVERYTHING GOT DONE BUT LOWER AND CLOSER THAN WAS STANDARD PROC. THANK GOODNESS THERE WERE NO TFC CONFLICTS. IN THE FUTURE I WILL 'FRONT LOAD' EVERY TASK POSSIBLE WHEN GOING INTO LAX. ALSO I LEARNED A VALUABLE LESSON ABOUT HOW THE FMC SHOULD BE PROGRAMMED FOR XINGS THAT ARE 'AT OR ABOVE' AND/OR 'AT OR BELOW.' I DON'T FEEL COMPLACENCY WAS A PROB AT ALL BECAUSE I AM NEW TO THE B757 AND EVERYONE HAS GIVEN ME TIPS ON GOING INTO LAX. I JUST DIDN'T HAVE THE EXPERIENCE TO KNOW THAT OUR PATH WOULD, IN THIS PARTICULAR CASE, NOT COMPLY WITH ATC INSTRUCTIONS.

Synopsis :

B757 DOES NOT MEET XING RESTR OVER CIVET INTO LAX.

Time

Date : 199912

Day : Mon

Local Time Of Day : 1201 To 1800

Place

State Reference : NV

Altitude.MSL.Single Value : 8200

Aircraft / 1

Controlling Facilities.TRACON : RNO.TRACON

Make Model : B737-300

Aircraft / 2

Controlling Facilities.TRACON : RNO.TRACON

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 15000

Experience.Flight Time.Last 90 Days : 290

Experience.Flight Time.Type : 7000

ASRS Report : 458163

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 9500

Experience.Flight Time.Last 90 Days : 25

Experience.Flight Time.Type : 25

ASRS Report : 458165

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Clearance Delivery

Person / 5

Function.Controller : Local

Person / 6

Function.Controller : Departure

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.ControllerA : 6

Resolatory Action.Controller : Issued Advisory

Resolatory Action.Controller : Separated Traffic

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other : Emotional Trauma

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

DEPARTING RENO FOR HOUSTON, ATC CLRNC ISSUED ON GND FOR DEP. FLT PLAN CALLED FOR MUSTANG 5 DEP. CLRNC ISSUED 'APPARENTLY' CHANGED THE DEP TO A RENO 2 DEP. UPON TKOF, THE MUSTANG 5 DEP WAS FLOWN BECAUSE ALL I HEARD WAS CLRED AS FILED. UPON INITIATING THE L TURN AT 3 DME RNO TO FMG, DEP CALLED AND ASKED US WHAT DEP WE WERE ISSUED AND SAID WE HAD TFC. TCASII GAVE A TFC WARNING (NO RA) AND NOTHING ELSE. THE SCREEN SHOWED AN ACFT BELOW AND TO OUR 1 O'CLOCK POS (-700 FT BELOW). CONTRIBUTING FACTORS: 1) NO PDC. DID NOT HEAR RNO 2, ONLY HARD AS FILED. 2) PERFORMING IOE FOR A FO TRANSITIONING FROM DC9 TO B737. VERY HIGH WORKLOAD. 3) BRIEFED THE MUSTANG 5 DEP AND SPECIAL ENG OUT PROCS EXTENSIVELY AT GATE, FURTHER LOCKING MYSELF INTO FLYING THE MUSTANG 5 DEP. 4) FIRST FLT FOR BOTH PLTS INTO AND OUT OF RENO.

Synopsis :

A B737-300 FLC, DEPARTING RNO, UTILIZED THE WRONG SID.

Time

Date : 199912

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : OAK.Airport

State Reference : CA

Altitude.MSL.Bound Lower : 3000

Altitude.MSL.Bound Upper : 3500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : O90.TRACON

Make Model : Caravan 1 208A

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 5000

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 700

ASRS Report : 458190

Person / 2

Function.Controller : Departure

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

CLRED TO 3000 FT. HALTED CLB AT 3500 FT AND DSNDDED.

Synopsis :

C208 ALTDEV NEAR OAK.

Time

Date : 199912

Day : Wed

Local Time Of Day : 1201 To 1800

Place

State Reference : CA

Altitude.MSL.Bound Lower : 7000

Altitude.MSL.Bound Upper : 7300

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : O90.TRACON

Make Model : SA-227 AC Metro III

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 5100

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 100

ASRS Report : 458280

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Overshoot

Independent Detector.Other.ControllerA : 3

Resolutory Action.Flight Crew : Returned To Assigned Altitude

Resolutory Action.Controller : Issued Alert

Resolutory Action.Other : reset altimeter + descend

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

VERY RUSHED GETTING OUT TO ACFT AND READYING FOR FLT. I WAS GIVEN A SCHEDULED TIME TO ARRIVE AT AN ARPT DEST WITH NOT MUCH LEAD TIME. PREFLTD ACFT, STARTED ENGS, CHKED ATIS, AND PICKED UP CLRNC. TAXIED OUT AND TOOK OFF. CONTACTED BAY APCH ON CLBOUT AND WAS GIVEN 7000 FT FINAL ALT. CLBED TO ALT AND LEVELED OFF AT 7000 FT. THE CTLR HANDED ME OFF TO THE NEXT SECTOR WHERE THE CTLR GAVE ME SAN FRANCISCO'S CURRENT ALTIMETER SETTING OF 30.47. AFTER RESETTNG MY ALTIMETER, I SAW THAT I WAS AT 7300 FT. I CORRECTED TO 7000 FT IMMEDIATELY. IN MY RUSH I HAD FORGOTTEN TO SET THE CURRENT ALTIMETER SETTING BEFORE TKOF. I WILL ENDEAVOR TO IN THE FUTURE BE MORE CAREFUL AND NOT ALLOW MYSELF TO GET RUSHED. IF NECESSARY, I CAN JUST BE A FEW MINS LATE.

Synopsis :

CAPT OF A SWEARINGEN SA227 METRO II OVERSHOT ASSIGNED LEVELOFF ALT DUE TO FORGETTING TO PUT IN THE CURRENT ALTIMETER SETTING PRIOR TO TKOF.

Time

Date : 199912

Day : Wed

Local Time Of Day : 0601 To 1200

Place

State Reference : FO

Altitude.MSL.Bound Lower : 20000

Altitude.MSL.Bound Upper : 21500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZMA.ARTCC

Make Model : Regional Jet CL65, Bombardier (Canadair)

Aircraft / 2

Controlling Facilities.ARTCC : ZMA.ARTCC

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 6017

Experience.Flight Time.Last 90 Days : 165

Experience.Flight Time.Type : 2533

ASRS Report : 458403

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 1600

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 250

ASRS Report : 458206

Person / 3

Function.Controller : Radar

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Conflict : Airborne Less Severe

Anomaly.Non Adherence : Clearance

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.Controller : Issued Alert

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

THE NASSAU TWR AND DEP FREQS WERE VERY BUSY RESULTING IN US FIRST BEING LEFT ON RWY HDG (136 DEGS) UP TO 4000 FT AND THEN ON A 230 DEG UP TO 12000 FT FOR APPROX 20 MI. I, THE CAPT AND PNF, ATTEMPTED REPEATEDLY TO OBTAIN AN ON COURSE HDG FROM DEP. FINALLY SUCCESSFUL, WE WERE ASSIGNED A 360 DEG HDG TO INTERCEPT BR22V. WHEN WE SWITCHED TO ZMA, WE RECEIVED A CLRNC TO PROCEED DIRECT TO FLL VOR AND A CLB WHICH I READ BACK AS FL220. A DISCUSSION THEN ENSUED WITH THE ZMA CTLR OVER NASSAU LEAVING US ON THE 230 DEG HDG FOR SO LONG. THE ZMA CTLR SAID THAT HE SAW US ON HIS RADAR AND WONDERED WHAT WAS GOING ON, SO HE HAD PLACED A CALL TO NASSAU TO REMIND THEM ABOUT US. I RESPONDED THAT WE WERE GRATEFUL BECAUSE IT WAS VERY BUSY AND THE NASSAU CTLR HAD APPARENTLY FORGOTTEN ABOUT US. LATER IN THE CLB THROUGH APPROX FL180, WE WERE TOLD THAT THERE WAS OPPOSITE DIRECTION TFC AT FL230 AND TO EXPECT HIGHER PASSING. APCHING FL200 WE WERE SWITCHED TO A NEW MIAMI FREQ. A BRIEF PERIOD OF TIME PASSED BEFORE THERE WAS A BREAK ON THE FREQ ENABLING ME TO CHK ON. AS WE PASSED THROUGH FL205 WE RECEIVED A TA, SO I SELECTED THE TFC DISPLAY AND SAW TFC 500 FT ABOVE APCHING, AND THEN PASSING 5 MI OFF OUR L. SHORTLY THEREAFTER THE CTLR ACKNOWLEDGED OUR CHK ON, INFORMED US OF TFC PASSING OFF OUR L AND ASKED WHAT ALT WE WERE ASSIGNED. I RESPONDED FL220 TO WHICH HE SAID THAT HE SHOWED FL200 AND THAT THEY WOULD BE PULLING TAPES. IN HINDSIGHT, I BELIEVE THAT THE DELAYS ENCOUNTERED WITH THE BAHAMIAN CTLR AND THE ENSUING DISCUSSION WITH THE ZMA CTLR OVER OUR TREATMENT, RESULTED IN AN INATTN TO DETAIL REGARDING THE ALT ASSIGNMENT AND READ BACK ON BOTH THE CTLR'S AND MY PART.

Synopsis :

FLC OF A CANADAIIR CL65 REGIONAL JET OVERSHOT ALT DURING CLB DUE TO MISUNDERSTANDING OF THE CLRNC ALT AND NOT NOTICED BY THE ARTCC CTLR DURING THE CAPT'S READBACK.

Time

Date : 199912

Day : Wed

Local Time Of Day : 0001 To 0600

Place

State Reference : WV

Altitude.MSL.Bound Lower : 12500

Altitude.MSL.Bound Upper : 13000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZDC.ARTCC

Make Model : Medium Large Transport, Low Wing, 2 Turbojet Eng

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 8000

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 150

ASRS Report : 458460

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

CAPT WAS FLYING AND MISSED HIS ALT BY 500 FT. HE WAS SUPPOSED TO LEVEL AT 13000 FT. WHEN I LOOKED UP HE WAS AT 12500 FT. NO CONFLICT. CAUSE WAS PROBABLY DUE TO LACK OF SLEEP. HE SAID HE COULDN'T SLEEP THE NIGHT BEFORE.

Synopsis :

A CARGO JET PIC OVERSHOOTS HIS ALT IN DSCNT BY 500 FT BEFORE THE FO CAUGHT THE DEV OVER JPU, WV.

Time

Date : 199912

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LAX.Airport

State Reference : CA

Altitude.MSL.Single Value : 800

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : SCT.TRACON

Controlling Facilities.Tower : LAX.Tower

Make Model : B757-200

Component / 1

Aircraft Component : Navigation Database

Aircraft Reference : X

Problem : Design Deficiency

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 12000

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 622

ASRS Report : 458542

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Person / 4

Function.Controller : Departure

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Altitude Deviation : Overshoot

Independent Detector.Other.ControllerA : 3

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Controller : Issued Alert

Supplementary

Problem Areas : Aircraft

Problem Areas : Chart Or Publication

Problem Areas : Company

Narrative :

THE FOLLOWING SIT HAPPENED TWICE IN ONE WEEK, AND ALTHOUGH IT CONFUSED ME THE FIRST TIME, AT LEAST I WAS SOMEWHAT READY THE SECOND. THIS IS WHAT HAPPENED THE FIRST TIME: IT WAS A FLT FROM LAX TO ORD ON DEC/XA/99, FLT XYZ ACFT #ABCD. WE WERE FLT PLANNED AND RECEIVED A CLRNC FOR THE ANGEL 2 DEP OUT OF LAX, THIS WAS MY FIRST TIME WITH THIS DEP. I LOOKED CLOSELY AND DISCUSSED THE DEP WITH MY COPLT, WE NOTED THAT THE FIRST TURN SEEMED TO BE BEFORE THE SMO 160 DEG RADIAL. I THOUGHT THIS WAS ODD AS I HAVE ALWAYS DONE THE FIRST TURN AT THE SMO 160 DEG RADIAL. HOWEVER BOTH THE MAP MODE AND, IT SEEMED TO US, THAT THE COMMERCIAL PAGE SHOWED IT AS AN EARLIER TURN. WHEN WE FLEW IT (MY LEG) I ASKED FOR 'GEAR UP, LNAV' AND FOLLOWED THE FLIGHT DIRECTOR. WE WERE THEN ADVISED BY THE LAX TWR THAT I WAS TURNING TOO EARLY (HE WAS NOT HAPPY). THIS CAUSED A LOT OF CONSTERNATION IN THE COCKPIT AS WE WERE NOW NOT SURE OF OUR NAV, AND WE LOST SOME SITUATIONAL AWARENESS AS WE WERE BUSY CHECKING OUR POS, LNAV, AND TELLING ATC WHAT WE WERE DOING. AS A RESULT WE WENT ABOUT 300 FT HIGH ON LEVEL OFF. WE WERE THEN GIVEN RADAR VECTORS BY LAX DEP AND RESUMED THE ANGEL 2 WITHOUT FURTHER PROBS. WE WERE CONCERNED WITH THE ACCURACY OF OUR IRU'S AND CHECKED THEM ON THE WAY TO, AND OVER TRM. ONE SHOWED A LITTLE OFF, BUT THE OTHER 2 AND THE AVERAGE WAS RIGHT ON, FOR THE REST OF THE TRIP WE WERE RIGHT ON COURSE. THE SECOND TIME THIS OCCURRED WAS A COUPLE DAYS LATER. IT WAS FLT ABC ON DEC/XB/99 LAX TO ORD ACFT #ABCE. EXACT SAME THING HAPPENED AGAIN HOWEVER I WAS SOMEWHAT PREPARED AND DID NOT LOSE ANY SITUATIONAL AWARENESS. ON BOTH OCCASIONS THE FMC'S SHOW THE TURN BEFORE THE SMO 160 DEG RADIAL, BOTH TIMES THE IRU'S WERE ACCURATE, BOTH TIMES ATC EXPECTED THE TURN AT THE SMO 160 DEG RADIAL. SO WHAT'S GOING ON? THE DEP DOES NOT SAY WHERE SMOOG WAYPOINT IS, JUST THAT IT IS DEPICTED OFF THE END OF THE RWY, BUT HOW FAR? EITHER THERE IS AN ERROR IN THE PROGRAMMING OF THE ANGLE 2 OR ATC IS NOT FAMILIAR WITH WHAT WE ARE DOING. EITHER OF THESE ARE BAD SITS AS THINGS HAPPEN FAST ON THE DEP OUT OF LAX AND WE ARE AT A VERY LOW ALT TO BE GETTING INTO NAV DISCUSSIONS WITH ATC. FOR ONE THING I WOULD SUGGEST THAT A CROSS-REFERENCE, AND/OR AN INDICATION OF WHERE THE WAYPOINTS ARE PHYSICALLY LOCATED BE INCLUDED IN THE DEP DESCRIPTION ON THE COMMERCIAL SID PAGE. SECOND, TELL ATC. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE PROB DESCRIBED OCCURRED ON TWO SEPARATE ACFT. THE CAPT INDICATED THAT WAYPOINT SMOOG MIGHT NOT BE DEPICTED CORRECTLY IN THE FMC DATABASE. THIS WOULD ACCOUNT FOR THE EARLY TURN. THE CAPT STATES THAT NORMALLY OTHER SIDS CALL FOR TURNS AT THE SMO 160 DEG RADIAL. HE THINKS THE CTLRS EXPECT THIS. THE CAPT HAS NOTIFIED HIS COMPANY AND UNION AIR SAFETY STRUCTURE, BUT HAS NOT HAD A REPLY AS YET.

Synopsis :

B757 CREW HAD THE ACFT FMC LNAV INITIATE AN EARLY TURN, WHILE FLYING THE COMPANY TAILORED SPECIAL FMS SID 'ANGEL 2' DEP AT LAX.

Time

Date : 199912

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : AUS.Airport

State Reference : TX

Altitude.MSL.Single Value : 4000

Aircraft / 1

Controlling Facilities.TRACON : AUS.TRACON

Make Model : Fokker 100

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 458589

Person / 2

Function.Flight Crew : First Officer

Function.Controller : Departure

ASRS Report : 458590

Person / 4

Function.Controller : Local

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ON DEP, TWR ADVISED TO CHANGE SQUAWK CODE. THEN CONTACTED DEP. COULD NOT CONTACT THEM. WENT BACK TO TWR TO VERIFY FREQ, STATING NO ONE ON 124.67. HE SAID TO CONTACT ON 118.8. CONTACTING DEP CTL, HE ASKED IF TWR GAVE US HIGHER THAN 4000 FT. RESPONDED NO, NOW LOOKING CLOSELY TO THE PDC. WE THEN REALIZED THAT THE PDC THAT WAS PULLED UP WAS FOR THE PREVIOUS FLT. WE HAD A QUICK TURN OF 16 MINS. THE ACFT WAS LATE COMING IN AND WE (AS WE SHOULDN'T HAVE) RUSHED THROUGH THE CHKLIST. FROM THAT POINT, WE REALLY DIDN'T HAVE A REASON TO LOOK CLOSER TO THE PDC AFTER ENG START. THAT'S WHERE ALL THE PROBS CAME INTO PLAY. I CAN'T TELL YOU THE NUMBER OF TIMES I DO CHK THE PDC, CLOSEOUT, ETC, FOR THOSE ERRORS TO SURFACE. DEP CTLR SAID THERE WAS NO CONFLICT. NOT TO AVOID BLAME, I FOUND THAT IN A SHORT TURN SIT, THE ACARS WAS NOT UPLOADED WITH OUR FLT, AND WHEN REQUESTING THE PDC, IT WAS FOR THE PREVIOUS FLT.

Synopsis :

ACR TAKES OFF FROM AUSTIN USING THE WRONG PDC. DEP CTLR WAS NOT HAPPY.

Time

Date : 199912

Day : Sat

Local Time Of Day : 0601 To 1200

Place

State Reference : OR

Altitude.MSL.Bound Lower : 15000

Altitude.MSL.Bound Upper : 17000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZSE.ARTCC

Make Model : Brasilia EMB-120 All Series

Component / 1

Aircraft Component : Altitude Alert

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 4800

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 1600

ASRS Report : 458610

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 4400

Experience.Flight Time.Last 90 Days : 330

Experience.Flight Time.Type : 330

ASRS Report : 458791

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Independent Detector.Aircraft Equipment : Altitude Alert

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

MY CREW AND I WERE ENRTE FROM PDX TO OUR ALTERNATE OF YKM. WHILE ON THE CLBOUT WE HAD AN ALT INCURSION. THE FO WAS THE PF AND I WAS TALKING TO COMPANY DISPATCH. WE WERE ASSIGNED 15000 FT FROM PDX DEP AND BOTH PLTS ACKNOWLEDGED THE ALT IN THE ALT ALERTER. THE DISPATCHER WAS READING ME THE CURRENT WX AND FORECAST FOR YKM AND WE WERE COORDINATING OUR INTENTIONS. WHILE I WAS DISCUSSING THE SIT WITH DISPATCH WE WERE TOLD TO CONTACT ZSE. THE FO CHKED IN WITH CTR AND RPTED 14000 FT FOR 15000 FT. I HEARD THE ALT ALERT SOUND AND NOTED WE WERE WITHIN 400 FT OF 15000 FT. I CONTINUED TO WRITE DOWN THE WX AND FORECAST FOR YKM. JUST AS I FINISHED, I HEARD THE ALT ALERT SOUND AGAIN. I NOTED THAT WE WERE NOW CLBING TO 16000 FT AND THE FO WAS LEVELING OFF. AFTER LOOKING AGAIN AT THE ALT ALERT BOX AND SEEING 15000 FT IN THE BOX, I ASKED IF WE SHOULD BE AT 15000 FT OR 16000 FT. THE FO REPLIED THAT WE SHOULD BE AT 15000 FT. I WAS ABOUT TO CALL CTR WHEN THEY CALLED US AND ASKED US TO 'SAY ALT.' I REPLIED THAT WE WERE AT 16000 FT. THE CTLR THEN ASKED IF WE WANTED 15000 FT OR 17000 FT FOR A FINAL ALT. I ASKED FOR 17000 FT AND CONTINUED WITHOUT INCIDENT TO YKM. ONCE WE WERE AT 17000 FT, THE FO TOLD ME THAT HE HAD SELECTED THE AUTOPLT, BUT DIDN'T REMEMBER IF THE ALT ARM FUNCTION WAS SELECTED. I DON'T RECALL IF IT WAS SELECTED EITHER. I FEEL THAT THE INCIDENT WAS CAUSED BY IMPROPER USE OF THE AUTOPLT, AND FAILURE TO REACT WHEN THE ALT WAS NOT CAPTURED.

Synopsis :

EMB120 CREW OVERSHOOTS ASSIGNED ALT CLBING OUT OF PDX.

Time

Date : 200001

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MCI.Airport

State Reference : KS

Altitude.MSL.Bound Lower : 33000

Altitude.MSL.Bound Upper : 37000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZKC.ARTCC

Make Model : Large Transport, Low Wing, 2 Turbojet Eng

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 9000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 200

ASRS Report : 459470

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Unique Event

Anomaly.Altitude Deviation : Crossing Restriction Not Met

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WAS AT FL330, ASKED HOW LONG IT WOULD TAKE TO GET TO FL370. CAPT REPLIED 3 MINS. TOOK US APPROX 4 1/2 MINS TO GET TO FL370. CTLR WAS NOT HAPPY. WE TOOK A VECTOR AND ALSO ANOTHER ACFT TOOK VECTORS. WE SHOULD HAVE ADVISED IMMEDIATELY WHEN WE REALIZED WE WERE NOT GOING TO MAKE IT IN 3 MINS. WE MADE FL360 IN APPROX 3 MINS. FLT ATTENDANTS CAME UP TO COCKPIT JUST AFTER WE STARTED THE CLB. THIS CAUSED SOME DISTR.

Synopsis :

ACR FAILS TO CLB TO CLRED ALT IN TIME AGREED TO. TFC CONFLICT RESULTED.

Time

Date : 200001

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LAS.Airport

State Reference : NV

Altitude.MSL.Bound Lower : 10000

Altitude.MSL.Bound Upper : 10500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : L30.TRACON

Make Model : B737-300

Aircraft / 2

Controlling Facilities.TRACON : L30.TRACON

Make Model : Skylane 182/Rg Turbo Skylane/Rg

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 6500

Experience.Flight Time.Last 90 Days : 210

Experience.Flight Time.Type : 3000

ASRS Report : 459480

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Unique Event

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : FAR

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.Flight Crew : Took Evasive Action

Resolutory Action.Controller : Issued Advisory

Supplementary

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

ON THE NOOTN 2 ARR TO LAS, LEVEL AT 10000 FT AT 250 KTS, TCASII TARGET APPEARED AT 1 O'CLOCK POS, ABOUT 1 1/2 MI AT 10000 FT. 2-3 SECONDS LATER, TCASII ISSUED RA CLB COMMANDS. AFTER STARTING CLB, WE VISUALLY ACQUIRED TARGET ABOUT 3/4 MI AWAY, STILL AT 10000 FT. WE LEVELED AT 10500 FT. HE TOOK NO EVASIVE ACTION. LAS APCH CALLED THE TFC AS WE STARTED THE RA MANEUVER. OTHER INFO: APCH WAS IN THE PROCESS OF SWITCHING TO RWY 1R/L ARRS. WE WERE #3 AND THE CTLR WAS WAY TOO BUSY DURING THIS PERIOD. VERY LITTLE INFO WAS COMMUNICATED TO US BY APCH CTL ABOUT OUR NEAR MISS OR THE ENSUING VISUAL APCH TO RWY 1R. HE WAS MAXED OUT. TCASII SAVES ANOTHER LOAD OF PAX. GOOD THING THE LITTLE GUY WAS SQUAWKING!

Synopsis :

ACR HAS A TCASII RA ON APCH TO LAS.

Time

Date : 200001

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DTW.Airport

State Reference : MI

Altitude.MSL.Bound Lower : 1220

Altitude.MSL.Bound Upper : 3000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.TRACON : D21.TRACON

Make Model : Commercial Fixed Wing

Aircraft / 2

Controlling Facilities.TRACON : D21.TRACON

Make Model : B757 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 6500

Experience.Flight Time.Last 90 Days : 93

Experience.Flight Time.Type : 93

ASRS Report : 460139

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Altitude Deviation : Crossing Restriction Not Met

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly : Unstabilized Approach

Resolatory Action.Controller : Issued Alert

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Airport

Problem Areas : Chart Or Publication

Problem Areas : Flight Crew Human Performance

Narrative :

WX IN DTW. BRAKING ACTION POOR. RWY 3L APCH IN USE, RWY 3R CLOSED. RWY 3L GS OTS. FLYING INTO DTW, I WAS FLYING AND WE WERE BEING VECTORED BEHIND A HVY B757, 20-25 MI OUT FOR A LOC ONLY APCH TO RWY 3L. ONCE ESTABLISHED ON THE APCH TO RWY 3L, WE WERE GIVEN A BRAKING ACTION RPT OF POOR AND SINCE I WAS A NEW FO WITH LESS THAN 100 HRS IN TYPE, THE CAPT HAD TO DO THE LNDG. AT THIS TIME, THE TWR ADVISED THE B757 AND US THAT RWY 3R WAS AVAILABLE WITH GS. THE B757 DECLINED AND WE ACCEPTED. THE TWR GAVE US AN INTERCEPT HDG AND THE ILS FREQ. HE ALSO HAD US DSND TO 3000 FT. WHILE XFERRING THE ACFT, SETTING UP AND IDENTING FREQS, GETTING APCH PLATES OUT AND ALSO SWITCHING AUTOPLTS, WE WERE NEEDLESS TO SAY VERY TASK SATURATED. THE CAPT INTERCEPTED THE LOC AND AT THIS POINT WE NOTICED WE HAD NO GS INFO. WE DECIDED TO DO A LOC APCH AND DSND TO LOC MINIMUMS BASED ON OUR DME INDICATION. THE TWR AT THIS TIME GAVE US A LOW ALT ALERT. WE ADVISED HIM THAT WE WERE DOING A LOC ONLY APCH AND THAT WAS THE REASON FOR THE LOW ALT. ON THE DSCNT TO LOC MDA, WE WERE CLR OF CLOUDS WITH ADEQUATE VISIBILITY AND PROCEEDED INBOUND TO THE RWY ON THE LOC. WHEN WE MADE THE DSCNT TO MDA, WE BASED OUR DSCNT ON THE CARLETON VOR, BUT FAILED TO REALIZE THE LOCATION OF CARLETON WITH RELATION TO THE ARPT, DUE TO THE 'RUSH' ATMOSPHERE OF THE CHANGING OF RWYS. UPON REALIZING OUR MISTAKE, WE WERE IN THE CLR AND PROCEEDING ON THE LOC TO THE RWY. THE CAPT AND I BOTH HAD KNOWN IF WE WENT IMC WE WOULD INITIATE THE GAR. BUT WE WERE IN GOOD VISIBILITY CONDITIONS AND PROCEEDED INBOUND AND LANDED WITH NO PROB. BASICALLY, WHAT WE DID WAS A CONTACT APCH, AND AT NO TIME WAS THE ACFT PUT IN AN UNSAFE POS.

Synopsis :

ACR DSND TO MDA 16 MI EARLY ON APCH TO RWY 3R AT DTW.

Time

Date : 200001

Day : Fri

Local Time Of Day : 1801 To 2400

Place

State Reference : VA

Altitude.MSL.Bound Lower : 16000

Altitude.MSL.Bound Upper : 16400

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZDC.ARTCC

Make Model : A320

Person / 1

Function.Observation : Company Check Pilot

Experience.Flight Time.Total : 15000

Experience.Flight Time.Last 90 Days : 90

Experience.Flight Time.Type : 300

ASRS Report : 460140

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : First Officer

Person / 4

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.Flight Crew : Returned To Assigned Altitude

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

CLBING OUT OF DCA IN A320 ACFT, I WAS CONDUCTING LAST DAY OF IOE FOR NEW CREW. WE DO 'CREW' IOE WHERE CAPT/FO SIT IN SEATS WITH CHK PLT IN THE JUMP SEAT. ALL WAS NORMAL, CLRED TO CLB TO 17000 FT. CTLR AMENDED CLRNC TO 16000 FT. A320 IS A FAST CLBER AND WE WENT THROUGH 16000 FT TO 16400 FT BEFORE LEVELING AT 16000 FT. CREW SHOULD HAVE ADVISED ATC.

Synopsis :

A320 OVERSHOOTS CLRNC LIMIT ALT WHEN IT WAS RECEIVED AT THE LAST MIN DURING A HIGH RATE OF CLB NEAR DCA, DC.

Time

Date : 200001

Day : Sat

Local Time Of Day : 1201 To 1800

Place

State Reference : CT

Altitude.MSL.Single Value : 15000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : ZBW.ARTCC

Make Model : B737 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 14000

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 600

ASRS Report : 460310

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 9000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 6000

ASRS Report : 460312

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met

Anomaly.Altitude Deviation : Undershoot

Anomaly.Non Adherence : Clearance

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

PROCEEDING DIRECT TO STELA AT 280 KTS ASSIGNED. WE WERE THEN CLRED DIRECT TO BDL AND TO DSND TO 11000 FT. CTLR ASKED IF WE COULD INCREASE OUR RATE OF DSCNT. SINCE WE WERE ALREADY IN LEVEL CHANGE MODE, WE ASKED IF WE COULD PICK UP OUR SPD. CTLR THEN RECLRED US TO STELA INTXN, TO CROSS STELA INTXN AT 11000 FT. FO MAY HAVE READ THIS BACK. WHILE WE WERE REPROGRAMMING THE FMC FOR THE SWEDE ARR, WE REALIZED WE WERE NOT GOING TO MAKE THE XING RESTR. AT THIS POINT WE WERE VERY CLOSE TO STELA, AND FO ASKED IF HE DID INDEED ASSIGN STELA AT 11000 FT. HE SAID, 'YES I DID, AND IT DOESN'T LOOK LIKE YOU WILL MAKE IT.' FO REPLIED, 'WE ARE PASSING THROUGH 15000 FT.' CTLR CAME BACK WITH AN UNINTELLIGIBLE REMARK ABOUT NOTIFYING HIM SOONER AND GAVE US A FREQ CHANGE. WE DO NOT BELIEVE THERE WAS A CONFLICT. NO FURTHER EVENTS. HAVING BEEN CLRED FOR A DOWNRANGE FIX (BDL), THE FMC WILL DUMP ALL PRECEDING FIXES. WHEN CTLR RECLRED US DIRECT TO STELA, THIS REQUIRES SEVERAL INPUTS ON THE FMC IN ORDER TO CALL UP THE SWEDE ARR, ENTER IT, AND THEN PLACE THE XING RESTR INTO IT. THIS CREATED A HIGH WORKLOAD WHEN WE WERE ALREADY CLOSE TO THE XING FIX (STELA) AND DSCNT PROFILE.

Synopsis :

B737 FLC ARE UNABLE TO MAKE A XING RESTR ASSIGNED BY CTLR AT ZBW ARTCC.

ACN: 460330

Time

Date : 200001

Day : Mon

Local Time Of Day : 0601 To 1200

Place

State Reference : WV

Altitude.MSL.Single Value : 31000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZDC.ARTCC

Make Model : B767-300

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 10000

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 180

ASRS Report : 460330

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 14000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 1200

ASRS Report : 460508

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolutive Action.Controller : Issued New Clearance

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

CTR INSTRUCTED ACR X TO CROSS 80 NM E OF HNN VOR AT FL280, PRESENT ALT WAS FL310. THE XING WAS ENTERED INTO THE FMS AS 30 NM E OF HNN. AT 68 NM E OF HNN VOR, ATC SAID WE WERE 12 MI PAST OUR XING POINT AND TO DSND IMMEDIATELY. ATC DID NOT INDICATE ANY TFC THREAT AND OUR TCASII SHOWED THE NEAREST PLANE 30-35 NM FROM OUR POS. DURING THE DSCNT, WE WERE GIVEN A FREQ CHANGE AND CHKED IN WITH ANOTHER CTR. NEITHER CTLR INDICATED ANY PROB OR LOSS OF TFC SEPARATION.

Synopsis :

B767 FLC INCORRECTLY SET THE FMS FOR A XING RESTR.

Time

Date : 200001

Day : Wed

Local Time Of Day : 1201 To 1800

Place

State Reference : OH

Altitude.MSL.Bound Lower : 3000

Altitude.MSL.Bound Upper : 6500

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.TRACON : CLE.TRACON

Make Model : Citation

Aircraft / 2

Make Model : Small Aircraft, High Wing, 1 Eng, Fixed Gear

Aircraft / 3

Make Model : PA-60 601/601p Aerostar

Component / 1

Aircraft Component : Altimeter

Aircraft Reference : X

Problem : Improperly Operated

Problem : Malfunctioning

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

ASRS Report : 460335

Person / 2

Function.Controller : Clearance Delivery

Function.Controller : Departure

Person / 3

Function.Oversight : PIC

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Events

Anomaly.Airspace Violation : Entry

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Altitude Deviation : Overshoot

Anomaly.Conflict : Airborne Critical

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Controller : Issued Advisory

Consequence.FAA : Assigned Or Threatened Penalties

Consequence.Other : Emotional Trauma

Consequence.Other : Maintenance Action

Supplementary

Supplementary

Problem Areas : Aircraft

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

ATC CLRED US FOR DEP, HDG 360 DEGS TO MAINTAIN 3000 FT. COM ON CTAF REVEALED ONLY 1 CONFLICT, A TOUCH-AND-GO TO REMAIN IN PATTERN ON SHORT FINAL RWY 25. FOLLOWING DEP, TURNED R TO 360 DEGS AND BEGAN CLB AT APPROX 2000 FPM. NEARLY IMMEDIATE TCASII ALERT HEAD-ON WITH TARGET AT SAME ALT. SECOND ALERT SOUNDED (AEROSTAR) AS DSNDING ACFT ENTERED PATTERN (R TFC DOWNWIND, RWY 25). REACHING 3000 FT (CLRNC LIMIT) HAD CHOICE OF STRIKING FIRST ACFT (SLOW MOVING SINGLE), DSNDING FORWARD (NO TIME) DSNDING L (ANTENNAE FARM), ASCENDING R (JOINING BUSY PATTERN AT HIGH SPD) OR, CONTINUING CLB TO AVOID BOTH ACFT (OPTION CHOSEN). CLBED TO APPROX 4200 FT, TOLD ATC MY PREDICAMENT, DSNDDED, WAS GIVEN 6000 FT. ALTIMETER SHOWED 6000 FT WHEN ATC SHOWED 6800 FT. CYCLED AIR SOURCE AND CYCLED PITOT HEAT AND CONFIRMED BREAKER SET. THEN, ALT SHOWED 5800 FT, WHEN ATC SHOWED 6000 FT. SUSPECT FROZEN PITOT (2 INCH SNOW FALL, SLUSH ON RWY DURING PREVIOUS NIGHT'S LNDG). ATC NEVER RPTED OPPOSITE DIRECTION ARRS FOR DOWNWIND R TFC RWY 25. LUCKY TO HAVE MISSED BOTH ACFT, BUT ATC COMPLAINED OF ALTDEV. RECOMMEND REVIEW OF ATC PRACTICES REGARDING THIS ARPT.

Synopsis :

A CITATION 500 PLT, DEPARTING FROM LPR, AN UNCTLED FIELD, ON AN IFR CLRNC, EXPERIENCED 2 NMACS AND TOOK EVASIVE ACTION TO AVOID COLLISION, CAUSING HIM TO OVERSHOOT HIS ASSIGNED ALT.

Time

Date : 200001

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : CLT.Airport

State Reference : NC

Altitude.MSL.Single Value : 3600

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : CLT.TRACON

Make Model : A319

Component / 1

Aircraft Component : Autoflight System

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 12000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 700

ASRS Report : 461690

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 13900

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 420

ASRS Report : 461312

Person / 3

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly : Loss Of Aircraft Control

Anomaly.Other Anomaly : Speed Deviation

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Overrode Automation

Resolatory Action.Flight Crew : Regained Aircraft Control

Resolatory Action.Flight Crew : Returned To Original Clearance

Consequence.Other : Maintenance Action

Situations

Aircraft.Make Model.Value : 04A.30

Aircraft.Aircraft Component.Value : 22

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

AN AIRBUS 319 WAS ON FINAL APCH TO RWY 36R AT APPROX 25 DME, 3600 FT ASSIGNED. ACFT WAS DOING 160 KIAS ASSIGNED WITH GEAR UP AND FLAPS 2 DEGS. ACFT HAD CAPTURED THE RWY 36R ILS LOC AND WAS 5 MI IN TRAIL TO ILS RWY 36R WHEN ACFT SUDDENLY PITCHED UP APPROX 20-25 DEGS AND AUTOTHROTTLERS WENT TO MAX THRUST. (AUTOPLTS 1 AND 2 WERE CONNECTED. ALT SET WAS 3600 FT.) ACFT REACHED APPROX 4200 FT MSL. AUTOPLT WAS SWITCHED OFF. AUTOTHRUST WAS DISENGAGED. ATC WAS NOTIFIED OF OUR PROBS WITH ACFT CTL AND THE AIRSPACE WAS CLRED AROUND US. WHILE DESCENDING TO 3600 FT AUTOTHRUST AGAIN WENT FULL FORWARD (MAX THRUST) WHILE RETRACTING THE FLAPS AND ACFT'S AIRSPD EXCEEDED 250 KIAS TO APPROX 270 KIAS. ALT DEV, ACFT WAS NOW AT APPROX 2800 FT. ACFT'S AUTOTHRUST WAS AGAIN DISCONNECTED AND AIRSPD AND ALT WERE STABILIZED. ATC GAVE US RADAR VECTORS TO THE FAC ILS RWY 36R. THE APCH WAS RE-ENTERED INTO THE FMGC AND THE APCH WAS CONTINUED AGAIN. AFTER AN UNEVENTFUL LNDG WE WERE UNABLE TO DETERMINE WHY THE ACFT SUDDENLY PITCHED NOSE-UP AND APPLIED FULL PWR. MAINT, SAFETY, TRAINING AND UNION WERE ADVISED. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE REASON THE ACFT WAS 30 MI OUT AT THAT LOW ALT WAS THE HIGH WINDS ALOFT THAT WERE GIVING SPACING PROBS FOR ATC. THE WINDS AT 5000 FT WERE AT 70 KTS. THE CREW HAD THE A319 ON AUTOPLT, IN THE APCH CONFIG. THAT CONFIG SHOULD HAVE LOCKED IN THE SELECTED ALT TO AN ALT HOLD MODE. AT THIS POINT IT IS NOT KNOWN WHY THE ACFT LEFT THE SELECTED ALT. THE APCH MODE SELECTION MAY BE A KEY. THE CAPT LOST SOME TIME PRIOR TO EFFECTING AN AUTOTHRUST DISCONNECT DUE TO NOT, INITIALLY, MATCHING THROTTLE POS TO THE CURRENT THRUST POS THAT WAS ASSUMED BY THE AUTOTHRUST. THIS AUTOTHRUST ACTIVATION WAS CAUSED BY THE FAULTY SENSING OF ACFT SPD BY THE TWO ANGLE OF ATTACK VANES LOCATED ON EACH SIDE OF THE ACFT. THEY ARE SENSORS THAT CAN, FOR STALL PROTECTION, DEFAULT THE AUTOTHRUST (EVEN IF DISCONNECTED) INTO A 'TOGA' MODE (CALLED 'ALPHA FLOOR') ACCELERATING THE ENGS BUT NOT MOVING THE THROTTLERS. (POSTFLT DIAGNOSIS STATED THAT THE VANE SPD SENSING ENVELOPES WERE OUT OF TOLERANCE.) THE FO WAS RETRACTING THE FLAPS TO A FLAPS 1 POS AND THEN TO FLAPS 0 DURING THE NOSE OVER AT 4200 FT WHEN THE FAULTY SENSORS THEN REACTIVATED ALPHA FLOOR AND THE AUTOTHRUST INTO A STALL RECOVERY (TOGA) MODE AGAIN. AIRSPD WAS ABOVE 200 KTS AT THIS POINT, ACCELERATING THE ACFT TO 270 KTS. SUPPLEMENTAL INFO FROM ACN 461312: ON RWY 36R ILS CAT IIIB APCH CLT. I BELIEVE THIS A319'S AUTOPLT WAS FAULTY AND GAVE ERRONEOUS COMMANDS. THERE WAS NO REASON FOR THIS TO OCCUR. UNAWARE OF ANY FURTHER ACTION, TO MY KNOWLEDGE, THAT WOULD HAVE PREVENTED THIS.

Synopsis :

AN A319 PIC'S RPT ON AN AUTOPLT MALFUNCTION THAT CREATED AN UNCOMMANDED CLB FROM INITIAL APCH ALT 30 MI S OF CLT, NC.

Time

Date : 200002
Day : Mon
Local Time Of Day : 1201 To 1800

Place

State Reference : IN
Altitude.MSL.Bound Lower : 32500
Altitude.MSL.Bound Upper : 33500

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZAU.ARTCC
Make Model : MD-80 Super 80

Component / 1

Aircraft Component : Autopilot
Aircraft Reference : X
Problem : Malfunctioning

Component / 2

Aircraft Component : Aileron Trim System
Aircraft Reference : X
Problem : Malfunctioning

Component / 3

Aircraft Component : Elevator ControlSystem
Aircraft Reference : X
Problem : Malfunctioning

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 25000
Experience.Flight Time.Last 90 Days : 240
Experience.Flight Time.Type : 1100
ASRS Report : 464170

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Anomaly.Other Anomaly : Loss Of Aircraft Control
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Landed In Emergency Condition
Resolatory Action.Flight Crew : Regained Aircraft Control
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Provided Flight Assist
Consequence.Other : Company Review
Consequence.Other : Maintenance Action

Supplementary

Problem Areas : Aircraft

Problem Areas : Weather

Narrative :

IN CRUISE, AUTOPLT ON, THE ACFT NOSED OVER. THE FO AND I BOTH GRABBED THE YOKE. THE TRIM WAS INOP AND WE HAD TROUBLE GETTING AUTOPLT TO DISENGAGE. WHEN IT DID THE ACFT WENT NOSE UP AND THROUGH FL330 TO FL335. WE HAD NO TRIM AND ADVISED ATC WE NEEDED TO LAND AND WE MADE AN UNSCHEDULED STOP IN SOUTH BEND, IN. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: ACFT INVOLVED WAS AN MD80 OR AN MD82. CREW HAD BEGUN THE FLT SEQUENCE AFTER MAJOR ACFT MAINT. THE ACFT JACK SCREW AND ALL TRIM MECHANISMS HAD BEEN REPLACED. THE SECOND LEG FLOWN WAS A LAS TO CLE FLT. ON DEP, THE ACFT ENCOUNTERED MODERATE TO SEVERE ICING ON CLIMB OUT. ALL ACFT THERMAL ANTI-ICE WAS USED, WHICH SUCCESSFULLY HANDLED THE ICING. AFTER APPROX 2 1/2 HOURS IN CRUISE, THE ACFT PITCHED NOSE DOWN. THE CREW BOTH GRABBED THE WHEEL TO PULL BACK. THE CAPT ALSO TRIMMED THE ACFT NOSE UP. THIS SHOULD HAVE DISCONNECTED THE AUTOPLT. IT DID NOT. AFTER THE AUTOPLT WAS OVERPOWERED, THE RESULTING CLB WAS STOPPED AT ABOUT FL335. AT THIS POINT THE ACFT BEGAN AN UNCTLED 30 DEG BANK R TURN. THE CREW WAS UNABLE TO MOVE THE LATERAL TRIM. AN EMER WAS DECLARED AND ATC WAS REQUESTED FOR VECTORS TO THE NEAREST SUITABLE ARPT. AFTER DESCENDING BELOW THE FREEZING LEVEL, ALL FLT CTLS BECAME NORMAL. THE CREW WAS EXTENSIVELY DEBRIEFED BY ACR MAINT AND ENGINEERING. ALL COMPONENT ITEMS WERE REPLACED AND THE ACFT WAS GIVEN A FLT TEST. ALL WAS FOUND OK. ON THE NEXT REVENUE FLT, THE ACFT HAD UNCTLED ROLL PROBS EXACTLY AS DESCRIBED PREVIOUSLY. THIS ACFT REMAINS GROUNDED. SECOND CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED IN THIS SUBSEQUENT CALLBACK THAT HE WAS ADVISED THAT THIS ACFT WAS GIVEN AN EXAMINATION BY THE MANUFACTURE'S ENGINEERING DEPARTMENT. INCLUDING THE FAA ENGINEERING AND NTSB, TO DETERMINE ACTUAL CAUSAL FACTORS. THE TAIL PARTS WERE ALL REPLACED AGAIN. EXAMINATION FOUND THAT THE MOISTURE DRAIN HOLES WERE ALL OPEN, BUT THAT THE AILERON SYSTEM HAD 2 DISCREPANCIES. THE AILERON TRIM CONTROL SWITCH HAD A DEAD SPOT AND THERE WAS A NOTCH IN AN AILERON CONTROL GEAR WHICH CAUSED THE AILERON MOVEMENT TO LOCK UP TEMPORARILY UNTIL MANUALLY OVERRIDDEN. THE ACFT HAS NOW BEEN BACK IN SERVICE FOR TWO WEEKS WITH NO REPORTED PROBLEMS. THE INVESTIGATORS COMMENTED THAT IT IS DIFFICULT TO POSITIVELY DETERMINE THE ORIGINAL CAUSE OF THE PROBLEM AFTER REPLACING ALL PARTS SINCE EACH ONE INDIVIDUALLY CHECKED OK, AND THEREFORE ARE NOT WORKING TOGETHER TO FIND, WITH THE EXCEPTION OF THE PARTS OF THE AILERON CONTROL SYSTEM. THE NTSB/FAA DID REVIEW THE FLT RECORDER IN THEIR INVESTIGATION.

Synopsis :

MD80 HAD PITCH AND ROLL PROBS AT CRUISE, FL330.

Time

Date : 199912

Day : Sat

Local Time Of Day : 1801 To 2400

Place

State Reference : TX

Altitude.MSL.Bound Lower : 11000

Altitude.MSL.Bound Upper : 16000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZFW.ARTCC

Controlling Facilities.TRACON : D10.TRACON

Make Model : MD-88

Component / 1

Aircraft Component : AC Generation

Aircraft Reference : X

Problem : Malfunctioning

Component / 2

Aircraft Component : Elevator Feel System

Aircraft Reference : X

Problem : Malfunctioning

Component / 3

Aircraft Component : Horizontal Stabilizer Control

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 14000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 3200

ASRS Report : 464414

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Altitude Deviation : Crossing Restriction Not Met

Anomaly.Altitude Deviation : Undershoot

Anomaly.Inflight Encounter : Turbulence

Anomaly.Inflight Encounter : Weather

Anomaly.Maintenance Problem : Improper Maintenance

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Overrode Automation

Consequence.Other : Company Review

Consequence.Other : Maintenance Action

Supplementary

Problem Areas : Aircraft

Problem Areas : Company

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Maintenance Human Performance

Narrative :

THIS IS AN EXAMPLE OF HOW A FEW SEEMINGLY INSIGNIFICANT PROBS, WHEN ADDED TOGETHER, CAN LEAD TO A POTENTIALLY SIGNIFICANT PROB. THE AIRPLANE HAD A HISTORY OF AUTOPLT DISCONNECTS DUE TO 'ELEVATOR FEEL FAULT' AND 'ACU EXCITATION' MESSAGES. IT WAS A DARK NIGHT, VERY LITTLE MOONLIGHT AND THERE WERE RAIN SHOWERS AND TSTMS AT THE DEST ARPT, DFW. THERE WERE SIGNIFICANT WINDS AT ALT. WE WERE 30 MI FROM KNEAD INTXN AND HAD A 100 KT TAILWIND. FO BRIEFED AN ILS TO RWY 36L. PASSING 16000 FT AT OUR MAX DSCNT RATE WITH SPEED BRAKES AND WITH A 60 KT TAIL WIND, WE REALIZED WE WOULD NOT MAKE OUR XING RESTRICTION. AT THAT POINT CTR SENT US OVER TO APCH CTL ON 133.62. I ACKNOWLEDGED AND SWITCHED FREQS. I GOT NO ANSWER WHEN I CHECKED IN WITH APCH CTL. AFTER SEVERAL ATTEMPTS I RETURNED TO CTR FOR ANOTHER FREQ AND STILL NO ANSWER. AFTER CHECKING ALL OF MY RADIO BUTTONS AND SWITCHES AND ASKING MY FO TO DO THE SAME, I TRIED SEVERAL OTHER FREQS FROM MY DFW APCH PLATES, STILL NO ANSWER. I THEN ATTEMPTED RADIO TWO. IN THE MEAN TIME, AS WE APPROACHED 11000 FT, ON A DARK NIGHT, IN THE WX AND SURROUNDED BY RAIN SHOWERS, THE 'ELEVATOR FEEL FAULT' MESSAGE CAME ON AND THE AUTOPLT DISCONNECTED. THE 'ACU EXCITATION' MESSAGE ALSO CAME ON AND OFF REPEATEDLY CAUSING THE MASTER CAUTION LIGHT TO COME ON REPEATEDLY. (IN THE DARK THE MASTER CAUTION LIGHT IS VERY BRIGHT.) MY FO DID A GREAT JOB OF HAND FLYING THE AIRPLANE THROUGH THE ARR AND TOWARD TTT. FLYING INBOUND TO TTT, I PUT 7600 IN OUR TRANSPONDER BUT CONTINUED TO SEARCH FOR A USABLE FREQ. I MADE CONTACT WITH APCH CTL ON RADIO 2 ON FREQ 118.1. APCH VECTORED US TO A DOWNWIND AND ON FOR AN ILS APCH TO RWY 35C. WE BRIEFED THE NEW APCH AND FINISHED ALL CHECKLISTS. APCH ATTEMPTED ONE FREQ CHANGE BUT WHEN IT WAS UNSUCCESSFUL, WE RETURNED AND HE CLRED US FOR THE APCH AND CLRED US TO LAND. WE BROKE OUT OF THE WX AT ABOUT 600 FT. THE MASTER CAUTION LIGHT CONTINUED TO COME ON EVERY 3-5 SECONDS THROUGHOUT THE ENTIRE EVENT. THE FACT THAT WE WERE ON AN ARR, BEING RUSHED BY TAIL WINDS, WITH A LATE ROUTE CHANGE AND DSCNT CLRNC, IN THE DARK, IN THE WX, WITH THE AUTOPLT OFF AND THE MASTER CAUTION FLASHING, MADE IT DIFFICULT TO TROUBLESHOOT OUR RADIO PROB. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: FO DID NOT KNOW WHICH GENERATOR WAS ASSOCIATED WITH THE EXCITATION LIGHT. HE WAS NOT AWARE OF WHAT THE MAINT SIGN OFF WAS FOR THE ACFT FAULTS, IE, AUTOPLT DISCONNECTS, MASTER CAUTION LIGHT, EXCITATION LIGHTS, ELEVATOR FEEL FAULT. HE WAS ALSO UNAWARE AS TO WHETHER THERE WAS A JACK SCREW INSPECTION AS REQUIRED UNDER THE LATEST NTSB/FAA RULING AND IF SO, WHAT WERE THE RESULTS? WHEN ASKED: WAS THE OP OF THE MAIN TRIM MOTOR NORMAL, ANY CIRCUIT BREAKERS FOUND TRIPPED AND WAS THE 'EXCITATION LIGHT' A GENERATOR PWR PROB OR AN AUTOPLT MALFUNCTION, HE WAS NOT ABLE TO ANSWER THOSE QUESTIONS.

Synopsis :

AN MD88 FLC ENCOUNTERS AN AUTOPLT DISCONNECT DURING THEIR DSCNT TOWARDS 11000 FT AFTER RECEIVING 'ELEVATOR FEEL FAULT,' 'ACU EXCITATION LIGHT' AND THE 'MASTER CAUTION WARNING LIGHT' 30 MI S OF DFW, TX.

ACN: 464910

Time

Date : 200003

Day : Wed

Local Time Of Day : 0601 To 1200

Place

State Reference : FL

Altitude.MSL.Bound Lower : 11000

Altitude.MSL.Bound Upper : 12000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZJX.ARTCC

Make Model : DC-9 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 10500

Experience.Flight Time.Type : 150

ASRS Report : 464910

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Person / 4

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Detected After The Fact

Resolatory Action.None Taken : Insufficient Time

Supplementary

Problem Areas : Chart Or Publication

Problem Areas : Flight Crew Human Performance

Narrative :

ENROUTE FROM PIE TO RSW WE WERE VECTORED TO INTERCEPT SARASOTA 3 ARR (SRQ.SRQ3) AND CLRED TO CROSS WOUDS INTXN AT 11000 FT AND SUBSEQUENTLY HANDED OFF TO MIAMI CTR. WITH COCKPIT WORKLOAD ON THE SHORT LEG BUSY WITH CHECKLISTS, ATIS, VECTORS, ETC, A QUICK GLANCE AT THE COMMERCIAL ARR CHART LED ME TO MISINTERPRET THE DME TO WOUDS AS 64 DME (WHICH IS OFF PIE) AND MISS THE XING RESTRICTION. IN THE INTEREST OF SAFETY, THE COMMERCIAL PLATE NEEDS CLEANUP TO AVOID A MISREAD ERROR.

Synopsis :

DC9 CREW DID NOT COMPLY WITH THE XING RESTRICTION AT WOUDS ON THE SARASOTA 3 STAR INTO SRQ.

Time

Date : 200004

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : CMH.Airport

State Reference : OH

Altitude.MSL.Bound Lower : 27000

Altitude.MSL.Bound Upper : 27300

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZOB.ARTCC

Make Model : B737-200

Aircraft / 2

Controlling Facilities.ARTCC : ZOB.ARTCC

Make Model : Commercial Fixed Wing

Component / 1

Aircraft Component : Autopilot

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 19000

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Type : 4000

ASRS Report : 459690

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other : Maintenance Action

Supplementary

Problem Areas : Aircraft

Narrative :

CRUISING FL270, 5P177 AUTOPLT ON 'B' CHANNEL IN ALT HOLD MODE. ACFT SUDDENLY PITCHED UP 5 DEGS TO 8 DEGS. AUTOPLT REMAINED ENGAGED. BOTH PLTS PUSHED OVER ON CTL WHEEL. ALT GAIN WAS 300 FT. TCAS COMMANDED DSCNT WHICH WE COMPLIED WITH. LEVELED OFF AGAIN AT FL270. THIS PROB OF RARE AUTOPLT RAPID DEVIATIONS HIGHLIGHTS THE NEED TO REMAIN FOCUSED, ATTENTIVE AND NEAR IF NOT PHYSICALLY ON THE FLT CTLS. WE REACTED WITHIN 2-3 SECONDS.

Synopsis :

B737 CREW HAD AN ALT EXCURSION.

ACN: 474471

Time

Date : 200006

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : SJC.Airport

State Reference : CA

Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : SJC.Tower

Make Model : DC-8 61

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 17000

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Type : 4000

ASRS Report : 474471

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Ground

Person / 5

Function.Oversight : Airport Manager

Events

Anomaly.Altitude Deviation : Overshoot

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Other : CALLED GROUND

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Airport

Narrative :

SJC RWY 30L GLIDE PATH NOTAMED OTS FROM 5/WED/00 TO 7/SAT/00 DUE TO RWY CONSTRUCTION. ACTIVE APCH IS LOC 30L. RWY 30L HAS A 'PAPI-L.' UPON DESCENDING BELOW CLOUD LAYER AT 1000 AGL WE NOTICED THAT THE PAPI APPEARED TO BE OTS. THE CAPT QUERIED THE LCL CTLR WHO STATED THAT THE CITY OF SJC HAD THE PAPI ON A LIGHT SENSOR THAT ADJUSTED THE INTENSITY OF THE LIGHTS. THE TIME WAS APPROX XA58 PDT. THE AMBIENT LIGHT BELOW THE STRATUS LAYER WAS SUCH THAT THE PAPI WAS NOT ADEQUATE TO USE FOR GUIDANCE UNTIL WE WERE 1 MILE FROM THE APCH END OF RWY 30L. AT THAT POINT WE WERE BELOW THE GLIDE PATH. ADJUSTMENTS WERE MADE. UPON CLEARING THE RWY I QUESTIONED THE GND CTLR WHO INDICATED THAT THEY HAVE HAD NUMEROUS COMPLAINTS ON THE PAPI INTENSITY DURING CERTAIN TIME PERIODS (DAWN/DUSK AND OVERCAST SKIES). THE CTLR INDICATED THAT THEY HAVE HAD DISCUSSIONS WITH THE CITY OF SJC CONCERNING THE LIGHT SENSOR PROBLEMS BUT TO NO AVAIL. HERE WE HAVE A NON PRECISION APCH WITH NO GLIDE PATH GUIDANCE BECAUSE OF A NEED TO SAVE MONEY ON THEIR ELECTRIC BILL. THE PAPI SHOULD BE REMOVED FROM THE LIGHT SENSOR SYSTEM UNTIL THE GS SYSTEM IS RESTORED FOR RWY 30L.

Synopsis :

A DC8 FO REPORTED THAT THE GS AT SJC IS NOTAMED OTS, REQUIRING THAT THE RWY 30L LOC/DME BE USED. AS THE CREW APCHED THE RWY THEY NOTED THAT THE PAPI WAS SO DIM THAT IT WAS USELESS. THE LCL CTLR SAID THAT THE CITY OF SAN JOSE HAD PLACED THE PAPI ON A LIGHT SENSOR.